PACIFIC THEATER

WORLD WAR II

To the men of the Battalion
under the brave white crosses
who lie with their fallen comrades in the far-away lands.

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MAJOR GENERAL WILLIAM C. CHASE

THE Commanding General of the 38th Infantry Division, can look to 33 years of army service, which embrace two wars, and carried him from the Argonne and St. Mihiel to the gates of storied Santo Tomas. Heading the armored cavalry force which delivered the Jap-held internees from the Manila compound, he capped a rigorous and eventful army career by assuming command of the "Cyclone" troops as we stood in Zig Zag Pass, poised for the final thrust into Bataan. The story of the reconquest of the historic peninsula, the overrunning of the battlefields where the heroic stand of 1942 was made, and the brilliant seizure of Corregidor has been told—it earned for his division the stirring, prideful style: "Avengers of Bataan".

From the day he joined the Rhode Island National Guard in 1913, "P. K.", the self-dubbed Private Kalinkovitch—dogface, has traveled the familiar course of the professional soldier, rising through the ranks to a top command. An aggressive leader, with a cavalryman's flair for hard-bitten, vigorous speech that bites through mimeographed banalities, "P. K." has the ears and the loyalty of the Willies and the Joes who find him, surprisingly, a "right guy".

38TH INFANTRY DIVISION

HISTORY OF THE 38TH INFANTRY "CYCLONE" DIVISION

THE 38th Infantry Division, like all National Guard Divisions, has a World War I history, and the origin of the Division Insigne is closely interwoven with the story of the division's organization and activities in those days. Organized from units of the National Guard of Indiana, Kentucky, and West Virginia in the spring of 1917, just after our entry into the war, the division went to Camp Shelby, Mississippi for training and preparation for duty in Europe. A few months later, a cyclone tore through the camp, completely wrecking it. "Cyclone Division" promptly became and still is the 38th's name. When the division began packing for movement to France, some kind of marking for the baggage was needed. The letters CY, adopted from the 38th's nickname, were chalked on everything containing division property. When shoulder patches were authorized for divisions, the CY became the theme of the 38th's patch. The division arrived in France in September 1918. Various units served in the Army of Occupation, and were deactivated upon their return to the States. In 1921, the 38th was reactivated as a National Guard division. During the 1930's, one month each summer was spent in maneuvers at Fort Knox, Kentucky. In 1940 it was maneuvers in Wisconsin, with rain twenty-one days out of nineteen.

Ordered back into Federal service in January 1941, the division went to its old stamping ground, Camp Shelby, for mobilization training, and reception and training of draftees from the 38th's home states. No serious storm damage this time, but plenty of rain and mud. In April the division received its first draftees, and by the end of the month was up to full strength. Then more training, and in August we left for Louisiana for two months of maneuvers. Lieutenant General Daniel I. Sultan, then Major General, was the 38th's commander during this period and through the winter of 1941-42, leaving in May 1942 to assume his first command of an Army Corps, the Eighth. After maneuvers, we returned to Shelby in October, to settle down to a winter of advanced training and garrison duty. Everyone began laying plans for his return to civilian life after serving his one year (remember?), which for most was half or more over. Then came Pearl Harbor. Midst many false alerts for overseas movement, the 38th furnished many cadres for units being newly activated, and large numbers of replacements for others going overseas. On March 1, 1942, the 38th was reorganized from a square division to the streamlined triangular organization of today. Spring and summer of 1942 saw us receiving a few replacements, but still sending out cadres and replacements for other outfits. In August and September, at hardly more than skeleton strength, the 38th again headed for Louisiana and more maneuvers. Then to Carrabelle, Florida (now Camp Gordon Johnston) in November for amphibious training, and reception of the first large group of replacements since the division's activation of 1941.

We were off for Louisiana again in January 1943, this time to be stationed at Camp Livingston, for several more false overseas alerts. We finally made it, and embarked at New Orleans the last two days of December. The division shipped with these organizations assigned: the 149th, 151st, and 152nd Infantry Regiments; the 138th, 139th, 150th and 163rd Field Artillery Battalions; the 113th Medical Battalion, Division Headquarters, Division Artillery Headquarters, 38th Signal Company, 38th Quartermaster Company, 38th Cavalry Reconnaissance Troops, 38th Military Police Platoon, 738th Ordnance Company, and, most of all, the outfit whose overseas story is told in this book, the 113th Engineer Combat Battalion. With our departure on New Year's Day, 1944, this book begins.

113TH ENGINEER COMBAT BN.

STORY OF THE BATTALION

AT dawn the convoy lay off Luzon. From the stacks of the transports, heavy in the water and barely making way, drifted plumes of smoke which showed darkly for a moment against the first warm light to the east and then were caught up by the freshening wind and swept back over the decks of the vessels, jammed with the oddly-assorted freight of war. But for the steady slap of the water against the confused patchwork which overlay the hulls, there was no sound. Knots of green-clad troops looked shoreward expectantly, waiting for the loosed thunder of the bombardment which was shortly to rake the beaches.

This was RED ONE and RED TWO, and flanking them BLUE and YELLOW—the assault beaches over which OPERATION "MIKE-7" was to pour. But the ominous quiet was not to be broken, and the guns were silent. From onshore the blinker lights flashed the word that the Jap had fallen back into the mountains. The landing was unopposed.

The dozers throbbed deep in the cavernous LST's, awaiting the moment of the grating jolt that meant the ship had beached. The big bow gates swung wide, and with a clatter of chains the ramp slammed down into the water; the "113th" had come to the wars. How they got there that January morning is a long story—twenty-eight years in the telling, but you'll want to know how it happened . . . what goes? . . . how come?

The 113th Engineers was organized in 1917 as the 1st Separate Battalion Engineers, Indiana National Guard. It was consolidated with units of the West Virginia and the Kentucky National Guard on September 19, 1917, and designated the 113th Engineers, 38th Division. Their training complete, the regiment was sent overseas late in World War I, arriving in France on September 28, 1918, shortly before the Armistice, and saw duty in the Service of Supply for Construction chiefly in the building of a large base camp near Brest. The 1st Battalion served in the Army of Occupation at Konz, Germany. On their return to the United States in the Spring of 1919, the units were mustered out—the Indiana units on June 24 of that year.

In 1921 they reorganized as the 1st Battalion, 113th Engineers, and on October 1 of that year were designated 113th Engineers. With the consent of the Governors of Kentucky and West Virginia—June 30, 1927—they were reconstituted as successors to the original 113th Engineers of World War I.

During the Ohio River flood of 1937, units of the 113th Engineers were sent to the inundated areas of southern Indiana. Together with U. S. Coast Guard Units, they formed rescue teams for the evacuation of persons trapped by the rising waters. The newspaper stories of the time are filled with accounts of the effective work done by Guard units in restoring order and alleviating distress in stricken communities where civil authorities were unable to cope with the pressing demands that were made on them. Company C of the 113th Engineers, stationed at Jeffersonville, Indiana, evacuated more than 3400 persons without loss of life. With the receding of the flood waters, they assisted in the restoration of utilities, transport and communications, and the repair of levees.

During all of the 1930's a month each summer was spent at Fort Knox, Kentucky, where the presence of large numbers of Guard troops permitted field exercises at wartime scale. It was one of these annual training periods, held away from Fort Knox, in Wisconsin, in the fall of 1940, that there occurred that which has never ceased to be a topic of conversation around the stoves in the armories. Those of us, who were to come into the battalion in later years, haven't been spared the harrowing experiences of the hardy ones who survived the deluge of Biblical proportions which engulfed all of Wisconsin, and what must have been sizeable areas of all surrounding states and municipalities. For forty days and nights it rained . . . and at eventide the weary dove beat its way back to the haven of the Ark without so much as a "K" ration label to show for its effort. Nothing before or since—France, Louisiana, New Guinea, Leyte—approaches the Wisconsin maneuvers in the "Big Rain" of 1940, where the webfoots spooned their beans and floating sops from brimming messkits.

On January 17, 1941 the 113th Engineers Regiment (Combat), under the command of Col. John W. Wheeler, was inducted into the Army of the United States from the National Guard of the State of Indiana. Personnel assembled at unit rendezvous, which were armories located at Gary, Whiting, and South Bend, Indiana, and on January 25, the regiment entrained for Camp Shelby, Mississippi. Total strength of the organization was 420 officers and enlisted men, but in April, they were joined by 480 trainees, the first to come into the army under the Selective Service Act, bringing the regiment to full war strength.

A program of basic training was immediately begun, which was to continue until the regiment moved to Louisiana to take part in maneuvers during the period August 4-October 4. On return to garrison, at Camp Shelby, training was resumed with emphasis on the shortcomings revealed in the field problems. This period was marked by repeated calls upon the regiment for cadres, by newly-activated units, and old "113th" men were to be found on every front at war's end.

On March 1, 1942, the 38th Division was triangularized and the regiment became an Engineer Combat Battalion. The old 2nd Battalion was redesignated 131st Engineers (Corps) Combat Regiment; Companies A, B, C, H&S, and the Medical Detachment, as the 113th Engineer Combat Battalion. Col. Wheeler relinquished his command, on May 27, and was succeeded by Captain William P. Holtzman who, as Lieutenant-Colonel, was to head the battalion until June of 1945, when ill-health compelled his leaving the organization at the conclusion of the Bataan and Zambales Mountains campaigns on Luzon. During most of this time his executive officer and second-in-command was Major Frederick C. Limb, who had been identified with the 113th Engineers since its formation.

On August 23, 1942 the battalion, at half its authorized strength, departed once more for Louisiana to participate in maneuvers with the famed 1st Cavalry Division, which at that time had not yet forgone its mounts for motorized equipment. For a month we were to swoop through the canebrakes in pursuit of the hell-for-leather boys, who exploited to the full their mobility over back-breaking terrain. We were a haggard and hollow-eyed lot when the entire "38th" moved into the area late in September and immediately plunged into a series of field problems which lasted until November 12, when we finally struck our tattered banners.

There was to be no respite; the division, after a break of less than a week, was committed to intensive amphibious training at Camp Carrabelle, Florida—a dreary wasteland, scratched from the mangrove swamps, which lay along the Gulf near the Alabama line. The training however had an immediacy and a heightened importance, for our first expeditionary force had landed in North Africa, and was then pushing to the east to engage the Afrika Korps. It was felt that this was to be the final mock operation short of actual combat. We scanned the battle maps and speculated on what Mediterranean beach we were to storm.

On January 17, 1943, the "38th" began the movement to Camp Livingston, Louisiana. Nearly a year was to be spent at the new station with periodic alarms that we were "moving out," interspersed with a rigorous training schedule which welded the regimental combat teams, each with its complement of engineer troops, into compact, hard-hitting fighting units. Finally, on December 29, after an almost interminable succession of alerts, we entrained for the New Orleans Port of Embarkation—our "P. O. E."—where we loaded onto army transports. On the last day of the year we upped anchor and slipped down through the placid delta lands to the Gulf. It was a gray day with a chill, rising wind and outside the breakwater white-caps flecked the expanse of leaden water. By noon the land had fallen away to the stern, the trim destroyer escorts stood out from the loaded transports, and there was the wildest speculation as to our destination.

MAJOR ROBERT E. HISLE

TO the Army, he's Robert E. Hisle, Major, Corps of Engineers. To us, "The Old Man," one of the finest commanding officers any outfit ever had. Major Hisle came to us as a first lieutenant in April 1942, took over a platoon, then "C" Company, and was made captain in August. When he went to Fort Belvoir in February 1943, "C" Company knew it had lost its best commander. Returning in April, Major Hisle was appointed operations officer, in charge of advanced training during our last year in the States, and was promoted to Major in October. Beach post maintenance in Hawaii, camp construction in New Guinea were his concern overseas. Arriving on Leyte with our advance party, he was plunged into the involved and endless task of planning the division's first operation. Serving also as Executive Officer, the Major did double duty thru the Bataan Campaign. Since he took command May 18, our conviction that he is the type of commander everyone wishes for but seldom gets, has been more than justified.

DEDICATION

"... Now hollow fires burn out to black,
And lights are guttering low:
Square your shoulders, lift your pack,
And leave your friends and go."

1st Lt. Eugene F. Connaughton
1st Lt. Gerald L. Morgan
S/Sgt. Frederick G. Click
S/Sgt. William J. Douglas
S/Sgt. Walter Kuchar
Sgt. Charles D. Critser
Cpl. Albert E. Peowie
Tec. 5 Ted W. Kolkiewicz
Tec. 5 Edwin A. Larsen
Tec. 5 George Michalechen
Pfc. Michael Augustine
Pfc. Anthony W. Buykins
Pfc. Michael E. Gill
Pfc. Constantine S. Gorski
Pfc. Paul P. Hammond
Pfc. Sam Homenuck
Pfc. Wallace A. Johnson
Pfc. William C. Murphy
Pfc. Robert L. Ridge
Pvt. Lloyd W. Guptill

... dead in the service of their country

BATTALION STAFF OFFICERS

Lt. Col. William P. Holtzman

Major William W. Barnes, Jr.

Major Robert E. Hisle

Major Hobert H. Hoover

Major Frederick C. Limb

Captain Lawrence A. Burdon

Captain Richard H. Calloway

Captain Robert J. Johnston

Captain Emory L. Williams

1st. Lt. George B. Carter

1st. Lt. James J. Gallagher

1st. Lt. Arthur Robley, Jr.

2nd. Lt. Floyd W. Darr

HEADQUARTERS AND SERVICE COMPANY

Captain Albin Budash
Captain Henry D. Moore
1st Lt. Otis W. Henderson
1st Lt. Harry G. Holmes
1st Lt. Otis V. McGloshen

First Sergeant

Ray Griffith
Arnold J. Kenney

Master Sergeant

James H. Chancellor
Andrew C. Koenig
John N. Miller
John A. Newkirk
Richard T. Nolan
Walter A. Setlak

Technical Sergeant

Howard L. Blair
Morris R. Dean
Mario R. Giulioli
Doyle R. Haley
Reginald A. Mabin
Roger D. Parkhouse
Denzil M. Wilson
Robert E. Winters

Staff Sergeant

Irvin G. Anderson
Henry J. Bochart
Wesley B. Draper
John J. Greenwood
Joseph R. Hayden
Mercislaus F. Kawa
John Kleitz, Jr.
Joseph R. Montreys
James H. Rayburn
Michael R. Sullivan
Lowell A. Wallace

Sergeant

Carl A. Erickson
Alvis Kirkland

1st Lt. Lowell Painter
WOJG James G. Hanson
CWO Jerome E. Harris
CWO Johnney R. Hill
WOJG William C. Lewis

Technician Fourth Grade

Edgar M. Caddell
Gordon M. Clausen
Andrew L. Colvin, Jr.
Homer Coghill
Paul B. Crifasi
Donald H. Croasdale
Jack L. Cross
Cleon L. Curtis, Jr.
Francis E. Fitzgerald
Floyd I. Glaze
Norbert F. Greubel
William Habershaw
Daniel M. Henry
Warren R. Knox
Olin M. Koontz
Harold R. Long
Roy Long
Manuel Martines
William G. Murray
Cecil W. Peterson
James C. Shawver
Sam J. Spinuzzi
Matthew Stiglitz
Bernard B. R. Williamson
John G. Willoughby

Corporal

Franklin W. Birkla
Marion A. Griggs
William Ortega
Ervin S. Pincsak

Technician Fifth Grade

Alfred E. Arnold
Louis J. Bohnlein

William G. Bracken
Herschel E. Brock
Robert P. Burke
Texas H. Burris
Robert E. Carlson
Thomas J. Cavanaugh
Melvin F. Charles
Theodore Christopher
Jack D. Cook
William E. Degler
Henry B. Finlay
Raymond D. Ferrell
Garth L. Griffin
John N. Hamachek
Jack R. Herman
Perry L. Hibschman
Luther M. Hill
James Entwistle
Glenn S. Johnson
Samuel E. Johnson
Roland A. Kuzdas
George S. Lucas
William McCullough
Omar Mahan, Jr.
Ray F. Lewis
Chester F. Miller
Ray F. Mitchell
Walter W. Mitchell
Cecil G. Mott
Alexander G. Norman
Fred J. Pieroni
Dexter C. Pike, Jr.
Robert W. Porter
Raymond P. Quinn
Albert E. Rager
William Reid
Joseph W. Romanoskie
Phillip J. Roos, Jr.
John Rost
Frank S. Stanisich, Jr.
Paul M. Walters
Lawrence H. Woodring

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Howard F. Barker
William J. Bennett
Russell E. Brocksmith
Conrad S. Broxmeyer
James B. Campbell
Raymond Campbell
Louis Charles, Jr.
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Othie H. Cowger
John E. Crowder
John W. Denton
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James Girodano
Waldemer H. Haaland
Joe H. Hall
John N. Hirsch
David S. Hitesman, Jr.
Lincoln E. Hendricks
Daniel Janosik
Thomas E. Kelly
Edward W. Koski
George F. Kruger
Robert E. Livingston
Max E. Machnik
Junior L. Mason
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Lloyd F. Kirk
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Richard D. Stahl
Andrew B. Waldman

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1st Lt. James E. Curley, Jr.
1st Lt. William L. Sargent
1st Lt. Norris E. Schroeter
2nd Lt. Marshall M. Jones, Jr.
2nd Lt. Clair L. Wessel

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Leo F. Hesting
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Joseph C. Nafrady, Jr.
Harold L. Shadoan
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Kenneth L. Patton
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Joseph E. Schuka
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Ernest Fastenau
Charlie W. Gause
Harold L. Props
Albert R. Green
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Thomas L. Linton
Herman Meyn
Leo R. Micinski
Michael J. Gramelspacher

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Edward J. Jordan, Jr.
Stafford W. Means
George F. Moore
Joe T. Murphy
Jack C. Mynatt
Harold S. Noble
Jack B. Pitts
Charles A. Spenc

TECHNICIAN FIFTH GRADE

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Delmas J. Bitner
Emerson E. Bridges
Richard P. Dreiling
John K. Dudley
Berkley T. Finch
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Theodore J. Kuzera
Paul O. Link
Harry R. McLain
Archibald McMurray
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David Walker
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George T. Jones
Richard D. Jones
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Orville Mason
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Elva L. Staley
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Glenn H. Thompson
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Ernesteen White
Morris I. Wright
Thomas P. Wray

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James S. Hesh
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Reuben Holcomb
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Hoyt D. McGee
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Herman L. Snyder
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George J. Blauser

COMPANY "B"

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1st Lt. Eugene F. Connaughton

FIRST SERGEANT

Frank E. DiStefano
Martin F. Hopkins

STAFF SERGEANT

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Ralph A. Forker
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William E. Hoyes
Walter Kuchar
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Joseph Sparacino, Jr.
Medford E. Williams

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Zoe Hannum
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Ivan H. Johnson
Edward M. Krekel

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1st Lt. Fred D. Larkin
2nd Lt. Nicholas L. Rubino

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William A. Smart
Arnold V. Roen
Kenneth S. McCann

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Paul S. Michalek
Ernie B. McKenzie
Gerald J. Nummerdor
Albert E. Peowie
Andrew Radichevich
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John C. Souza
Thaddeus M. Stebner

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Brewer T. Cooper
Lal E. Elliott
Louis Fazekas
James R. Floyd
Marvin V. Goff
Benjamin S. Goodwin
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Loy M. Hallman
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Howard R. Gregory
Eugene L. Horning
Robin Hofman
Alvin W. Hoogerwerf
Floyd L. House
Frederick E. Huff
Joseph A. Hunt
Ted W. Kolkiewicz
William D. Krone
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George E. Marshall
Raymond J. Martino
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George Michalechen
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Lloyd V. Powell
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Joseph L. Strugala
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Osker Bailey, Sr.
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Howard M. Bender
Lawrence A. Belluscio
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Osborne C. Brown
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Samie E. Burnum
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Hudson A. Calvin
William N. Campbell
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Robert A. Crawford
George R. Cross
Alvin C. Crist
William A. Dobbyn
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Emery B. Duty
Ferdinendo Esposito
Clifford A. Dutrumble
Emil F. Fadiga
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Claude H. Kercher, Jr.
Lester L. Koenig
Vernon Farr
William B. Foster
Albion R. Gerry
Donald F. Galganski
William W. Gilpin
Dean Gishy
Constantine S. Gorski
Michael E. Gill
John R. Guerrero
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Tom H. Hall
Paul P. Hammond
Ellis V. Hardman
Lowell C. Harmon
Paul H. Harrah, Jr.
Marvin O. Harris
Donald J. Heckle
Howard A. Heggenstaller
Peter Helmich
Vernon M. Henson
Harding S. Highfill
James E. Hollar
Sam Homenuck
Bernard S. Hooton
Wallace A. Johnson
Gene J. Kaminski
Carl W. Knisley
Chester Komarowski
John J. Lavin
Robert S. Liptak
Roy S. Lombardo
Glenn E. Lorance
Lynn M. Lorance
Nick T. Luchitz
Robert V. Lunsford
Chester J. Majkowski
Hugh J. Main, Jr.
Victor F. Mayer
Dennie R. Maynard
John Mihalko
Eugene O. McKown
James Modek
Clarence I. Moran
John W. Moran
William A. Mullis
Herschel F. Mundell
Walter R. Nampa
Michael R. Needham
William C. Murphy
Cyril G. O'Brien
Orvan O. O'Hara
Edward O. Parham
Bernard P. Paseka
Bud A. Paul
Louis Pelletier
Horace F. Pidgeon
Chester J. Potoski
Raymond E. Pribbanow
Robert Pulliam
James W. Quinn
Mariano Renda
Dillard L. Richards
Mack Richardson, Jr.
Robert L. Ridge
Bruce M. Ridgway
James E. Ritchey
Prentiss D. Roquemore
Curtis J. Rustad
Jerome L. Shea
Robert E. Seybold
William A. Silva
Robert R. Sheehan
David Skriloff
Robert South
James E. Styles
Benjamin Tenenbaum
Abijah L. Targgart
Eskie Thompson
Andrew F. Truskowski
Frank E. Wagner
William J. Ward, Jr.
Stanley J. Walczak
C. C. Wiggins
Willis C. Mills
Salvatore Zichichi
Vincent J. Zichichi

Private

Clinton L. Anderson
Elbert R. Brassfield
Joe R. Casciola
Ralph V. Eppler
Frederick J. Loika
T. B. Mills
J. D. Norris

COMPANY "C"

Captain Aaron Dreydoppel
1st Lt. Arthur V. Hooks
1st Lt. Eugene A. Jeunelot
1st Lt. Gerald L. Morgan
1st Lt. Charles E. Thompson
1st Lt. Reginald S. Wilson
2nd Lt. Clifford W. Douglas

First Sergeant

Harry R. Bowerman
William A. Harper

Staff Sergeant

Frederick J. Anderson
Carl J. Bernd
Floyd Bradford
Frederick G. Click
Walter F. Eier
John J. Gerl
Elmer C. Kuhlman
Winfield L. McCathren
Milton L. Phillips
Henry A. Ovanek
Joseph A. Roggenkemper
Paul T. Sunday

Sergeant

Charles G. Able
William G. Apgar
Richard D. Baker
Gerald W. Bowlds
Glen K. Bruce
Harold W. Ewing
John S. Falkovich
Paul A. Howard
Raymond Kelly
Raymond A. Koepp
Camdren F. Melton
Aloysius A. Piotrowski

Technician Fourth Grade

John H. Acrea
Anthony Brown
Edward W. Ewing
Eugene W. Harper
Vincent B. Lega
Frank Pinter
Roland D. Rees
Richard R. Roth
Ivan E. Howard
Rodney T. Jewell
Harold E. Lauder
Elmer C. Sebastian
John E. Yopchick

Corporal

Alvin W. Bruns
Hubert N. George
William E. Hallwirth
Michael G. Kriczky
James J. Lavezzo
John R. Lott
Michael I. Mehringer
Charlie N. Sandberg
Keith O. Tatman
Andrew S. Zipko

Technician Fifth Grade

Donald C. Arthur
Ervin H. Bohling
Garland B. Doby
Lester R. Fox
Carl W. Gilliland
Raymond F. Goss
Erbie N. Greer
Elwood G. Hammer
Clarence D. Harvey
William E. Hodon
Howard S. Hutchings
William T. Jankauski
Arthur G. Jarboe
Alvin C. Jessup
Robert D. Johnson
Roy O. Kadin
Stephen Kish
Nyle M. Kurth
Jack Lawrence
Kenneth J. Lewis
John W. Marshall
James E. McGinnis

John W. Messer
Horace Moore
Charles V. Pendergrass
Ernest W. Pfluger
Denver Phillips
Ford C. Rand
George Rastovski
Cyril A. Renville
Joseph R. Scalone
Joseph J. Schultheis
Karl W. Sorenson
Charles J. Steckel
Whitley M. Tabor
Peter Verbos
Frank C. Wallace
Gurdon J. Watson

PRIVATE FIRST CLASS

Wilbur C. Andis
Clarence D. Arnold
John L. Benjamin
Maynard L. Blair
William A. Blauvelt
Bernie B. Blue
Donald E. Bolden
Anthony Bonelli
Lionel R. Boyd
Harold Brodkin
Alston L. Browning
Michael P. Campbell
Everett J. Carlson
John L. Clemons
Leo C. Cole
Edwin M. Copeland
William R. Cutler
Theodore J. DeGraff
Sebastiano DiPietro
Clarence G. Eimer
George E. Engelhardt
Lawrence A. Flaten
Marvin R. Flynn
Roy J. Fontenette
Dewey E. Ford
James W. Fricker
Frank Fulop
Everett W. Gaffey
Jerry T. Gargaro
Andrew E. Gladysz
Raymond L. Golden
Frank J. Grebiner
Earl R. Griffin
Billy J. Grogan
Robert L. Gruneberg
William R. Guiffra
Carl L. Hall
Howard Hall
Claude L. Hamilton
Lowell E. Harding
Charles H. Harrell
John F. Harvey
Ray E. Heald
Marvin L. Helms
Earl M. Hobart
Herbert T. Holpainen
Jack M. Horton
Glenn E. Hovde
Sherrill F. James
William Jazarnski
George L. Johnson
Merle J. Jones
C. L. Jordan
John B. Katrib
Matthew F. Kattic
Mal Kerr
Frederick A. Klaburner
Emory Kitchens
Soo Lee
Donald L. LeRette
Henry D. Loller
Dallas Y. Lyon
Stanley E. Maines
Asa J. Manning
Walter A. Marince
William G. Mashburn
Joseph S. Mauger
Richard H. Mauger
Lacy H. McDonald
Leon R. McMinn
Sam L. McVey
Claude B. Michael
Hayden M. Miller
James P. Miller
Lawrence C. Miller
William T. Miller
John E. Mills
Christian D. Neidigh
Matthew J. O'Brien
George F. O'Soro
William G. Parmenter
Verner D. Peterson
Sigmund S. Petroski
John A. Phillips
Roy M. Piel
James S. Pine
Kenneth G. Poff
Charles J. Pompee
William H. Reynolds
Charles A. Rezabek
Royal J. Richards
Nathan Ricks
Orin N. Roach
Esper E. Roy
Robert M. Russell
Frank L. Salgy
Villalongo D. Santiago
Harold O. Sniffin
Francis J. Stortz
John C. Sweeney
Harold R. Volk
Daniel C. Ward
George J. Weidley
Charles E. Wilson
Rodney W. Wittman
Lawrence V. Woodward
Charles N. Zapotocki

PRIVATE

Cyril E. Beech
Billy H. Hall
Jestes J. Holcomb
Arnold W. Parker
Bert Pittman
Jones J. Potts
Robert L. Strack

MEDICAL DETACHMENT

Captain John F. Scudder

Captain Samuel R. Renick

Staff Sergeant

Petro N. Lambros

Technician Third Grade

James W. Kent
Howard V. Wise

Technician Fourth Grade

Donald W. Colyer
Edmund A. Gapinski
Floyd O. Williams

Corporal

John S. Cukrowicz
Bert J. Przestwor

Technician Fifth Grade

Sylvester T. Agosti
Joseph J. Binkis
William Hernesmaa
Edwin E. Larson
Joe F. Mertel
Frederick M. Robison
Colin W. Yale
David H. Wunder

Private First Class

Mike M. Orozco

FIRST SEA VOYAGE - NEW ORLEANS TO OAHU

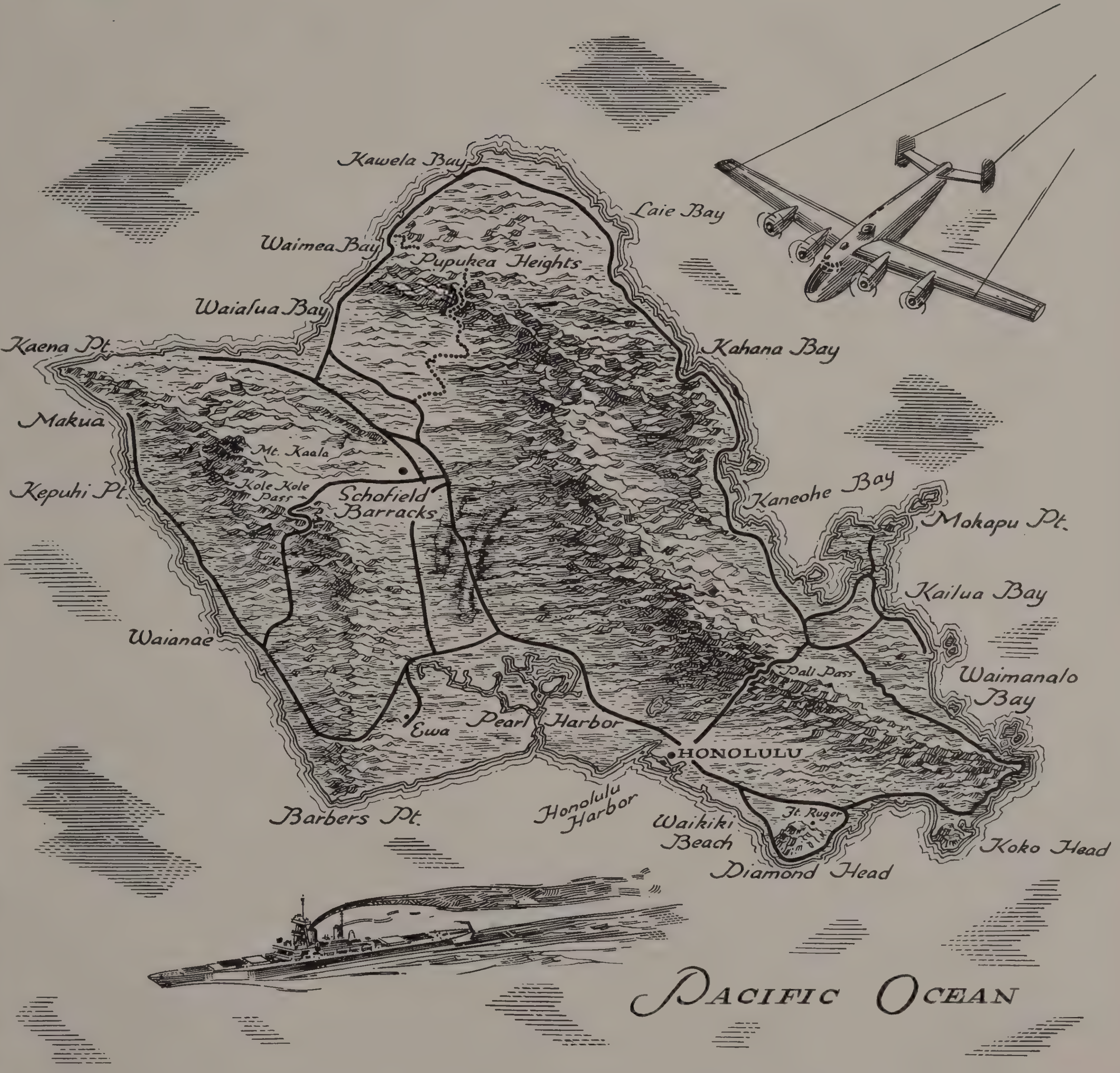
AFTER embarking, we began to learn about this ship that would carry us "Over Where?" She was the S. S. Sloterdyk, a Dutch ship. Not yet commissioned when the Germans invaded Holland, the Sloterdyk was at the outfitting docks but able to move under her own power. Machinery, lumber, stores, anything that could be loaded, were taken aboard. She pulled out shortly before Dunkirk, and headed for Britain. She later reached New York, where outfitting was completed. The Sloterdyk, like most Army transports, was built as a cargo vessel, converted by installing tiered bunks, toilet facilities, kitchen and mess hall in the holds. For the next three years her habitat was Atlantic, European, and Mediterranean waters. The crew was happy at the prospect of their first voyage to the Pacific: the German submarine had not yet been cleared from the Atlantic. The smelly, steamy, kitchen was chief object of everyone's displeasure. This it deserved, serving only steam-cooked foods, hard-boiled eggs, and such outlandish items as mashed potatoes for breakfast, oatmeal for supper (no dinner; two meals a day on Army Transports). Our greatest discomfort, on all voyages, was using salt water for everything except drinking.

Leaving port, we entered the Gulf of Mexico the afternoon of New Year's Day, set our course for the Panama Canal. The four-day trip, to many hapless victims of their first sea voyage, seemed like four years. The afternoon of that fourth year, January 5, we cleared Cristobal breakwater. Next morning, the mess hall emptied quicker than usual, no one wanting to miss any sights or scenery. We pulled into the Canal entrance, and were on our way about nine o'clock. There is not room here to fully describe the wonders of the Canal: huge locks that dwarfed our ship, large as it was; little electric "donkeys" seeming no larger than their namesakes as they tugged away pulling the ship through the locks; majestic peaks rising out of the water beside the ship, towering hundreds of feet above, making us feel we were aboard a rowboat rather than a ship. It was agreed that night that all we had read about the "Ditch" could not begin to describe it and its surroundings. We watched a movie on a destroyer beside us and laid bets on how well the searchlights could keep the target plane in their beams that night.

Next morning, under blazing sun and clear blue sky, we were off into the Pacific, which lived up to its name for several days. South of Mexico, a stiff wind swept down off the central plains, ruffled the water, and lined the rails again. In a few days the wind blew itself out, and soon the seasick ones were up and about again. From then on, it was a matter of how to pass the days, now beginning to hang heavily; this problem we were to meet many more times, but never solve quite satisfactorily. The last afternoon out, the "Big Island," Hawaii, hove into view surmounted by Mauna Loa Volcano, majestic in the blue-gray distance. Next morning, Koko Head, then Diamond Head, poked their way up through the horizon; by noon all of Honolulu spread before us. After circling outside the harbor, giving shore observation posts a good look at us, we pulled in past the world-famed Aloha Tower, now drab in its camouflage suit, docked, and by nightfall were on our way by truck and toy train to our first overseas station.

SERVICE AND FIDELITY

113TH ENGINEER COMBAT BATTALION



Francis E. Fitzgerald

OAHU T.H.

THE ISLAND PARADISE OF THE PACIFIC

THE island of Oahu projected itself violently into the minds of U. S. citizens with the attack on Pearl Harbor. It is said that Prime Minister Churchill, when told of it, inquired absently, "Pearl Island?—where's that." The thought of the Jap attacking the supposedly impregnable Pacific outpost seemed an absurdity to the well-informed minister, and it is not strange that many another was inclined to ask, not "where is Pearl Island?" but "where is Pearl Harbor?" And too, what impelled the calculating Jap to follow the suicidal course of attacking our Pacific fleet. We had completely forgotten the precedent of Port Arthur; a grievous and tragic lapse which exacted a bitter price.

We know now that the failure to press home the attack with the entire Jap fleet, plus three or four divisions of army troops, not only cost him the rich prize of Oahu and the entire Hawaiian group, but a foothold from which he could conceivably mount a crushing assault on our mainland cities. On that December day which "shall live in infamy" our first line of defense in the Pacific had held by the narrowest of margins and the great defensive triangle based on Dutch Harbor in the Aleutians, on Pearl Harbor, and on Panama was intact. The abortive second try, the following June, which resulted in the disaster of Midway and the loss of a stronger carrier force and 50,000 troops, ended the threat of Hawaii. The repercussion of the bombs, however, which smashed the proud ships of the fleet blasted the American people out of a complacency of years. It was an aroused populace which rose to the defiant challenge flung down by President Roosevelt.

The military importance of the Hawaiian Islands in our system of Pacific defenses was early apparent, but with the Alaska Purchase and the flood of settlers to California and the western territory it became pressing, our stake in the future of the Pacific was great. A mission to the islands in the years after the Civil War headed by General Schofield led to negotiations with the friendly people for a military post on the island of Oahu. Of all the islands of the group it possessed the finest natural harbor, was well adapted to defense, and the presence of the royal government at Honolulu simplified the problems of administration. A military post was established, a naval coaling station located at the mouth of the Pearl River, and we began the perfection of this strategic outpost. It was through Oahu that our troops were dispatched to the Philippines during the Spanish-American War.

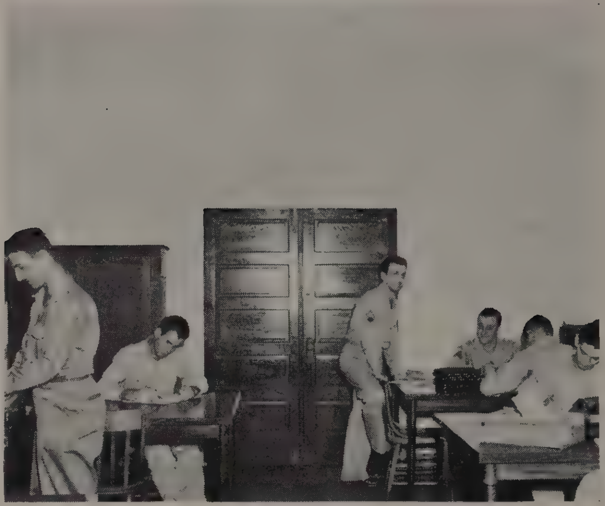
There had been proposals as early as the 1880's for the annexation of Hawaii by the United States, and this finally became fact in the McKinley Administration when the islands became a territorial possession. In recent years the admission of Hawaii to statehood has been strongly advocated and it is likely that this will not long be postponed.

The development of the naval base at Pearl Harbor, of Schofield Barracks as our largest military post, and greatly expanded aviation facilities have made of Oahu over the past twenty years the most formidable of all of our outposts. In the cunningly masked assault on the island during the peace talks at Washington, the Jap accomplished the treachery that was years in the planning. It was to end in the destruction of the Japanese Empire.

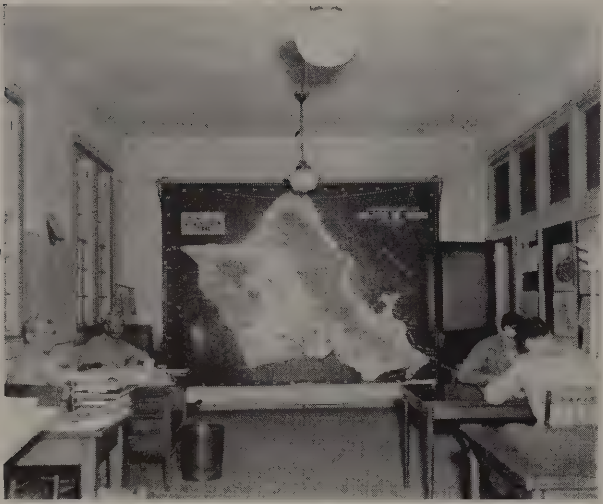
THE SHOWPLACE OF THE ARMY

SCHOFIELD BARRACKS was named for Lt. Gen. John M. Schofield, who led our first military mission to Hawaii. Construction of the present post began in the early 20s', grew with our increasing realization that the Pacific was America's "Mare Nostrum." By the middle 30's it became the Army's largest post, the only one housing an entire division —the Hawaiian Division. The high cost of off-post living and recreation made it necessary for the Army to provide everything possible on the post at little or no cost. Recreation facilities at Schofield have no equal in any Army post. In fact, before war-time expansion set in after Pearl Harbor, they occupied well over half the area of the post. The nine-hole golf course occupies a large part of the area, and adds the country club touch. The theater, though built along the general lines of those at the old posts in the States, was designed and executed in the best of the modern tradition in architecture. As for the sprawling, one-story library, the contents and grounds would do justice to any city of a hundred thousand. Six bowling alleys, in their own concrete building, are the equal of any. The gymnasium has three full-size basketball courts. and beside it are six concrete tennis courts. A little farther down the street, is an outdoor concrete roller skating rink (climate is no problem at Schofield). The justly famous Schofield Bowl is a 12,000 seat miniature of Madison Square Garden. Add in an unusually large, well equipped service club, and a PX that includes a well-stocked small department store, and you have "The Showplace of the Army."

ADJUTANT'S OFFICE



PERSONNEL SECTION



INTELLIGENCE AND OPERATIONS

BATTALION SUPPLY OFFICE

DISPENSARY

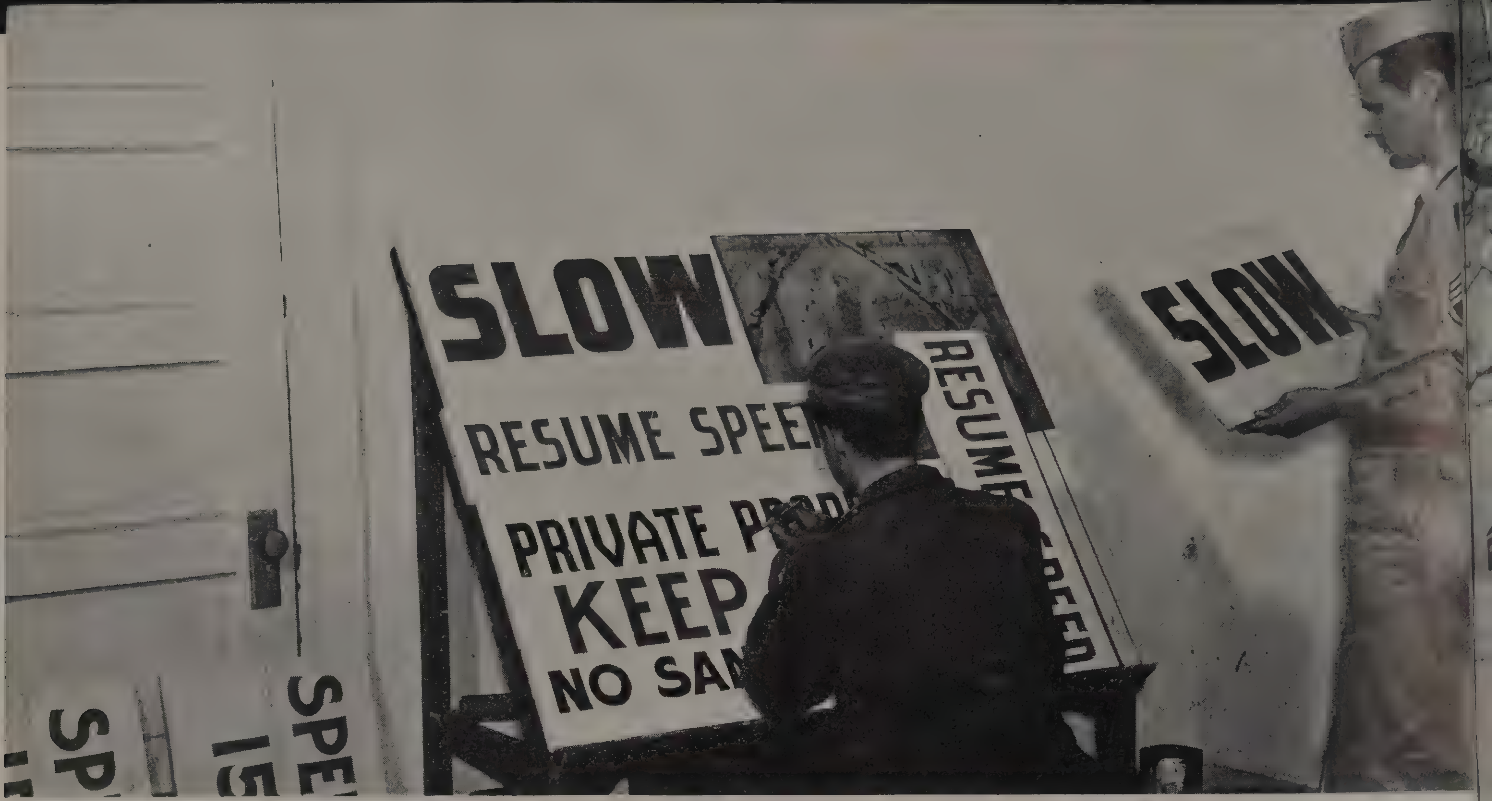
H&S MOTOR POOL

H&S COMPANY BARRACKS

This prewar army barracks was the home of H&S Company during its stay on Oahu. It is one of the many such units forming the broad quadrangles at Schofield and provided unmatched living and recreational facilities.

THE ORDERLY ROOM

This cool and spacious room is typical of the interiors on the army post. Troops who have passed through Hawaii on their way to the Southwest Pacific fondly refer to Schofield as the "country club."



A FULL TIME JOB - SIGN PAINTING

WITH the manning of the beach defenses and the garrisoning of Oahu by the division, there developed a variety of tasks to be done by S-3 personnel, particularly in the surveying of areas where engineer work was contemplated. The immediate job was the construction of artillery impact areas, an airstrip, and additional facilities for troops at the beach positions. There was a considerable amount of road construction to be done and an increased supply of water in the Pupukea area had to be provided. The survey work required for these projects was to occupy the entire six months of our stay on the island.

The first carpenter job on our arrival was the general repair of living quarters and working space. To replace equipment and office furniture left in the States meant a good volume of shop work to be done. With the preparations for overseas movement began the nightmare of reconstructing the half-hundred crates and boxes which had been battered to splinters in the unpacking just a scant six months before.

To produce the signs required by a division is an endless task which requires the full time of two men and additional help on jobs done in quantity. Brush lettering, stencil and process work, both flat and spray painting are used to accomplish the varied types of work turned out by the engineer sign shop.

COMPANY "A" ORDERLY ROOM, EWA, OAHU

COMPANY "A" SWIMMING POOL

ENLISTED MENS QUARTERS

TO Company "A" fell the task of maintaining defenses on the south and western beaches of Oahu, in a sector which extended from the Pearl Harbor area to Barber's Point and up the leeward side of the island to a juncture with "B" Company on the north. Upon arriving on Oahu, a camp was established at Ewa in very pleasant surroundings at the lower end of the central valley, which abounds in pineapple and sugar cane plantations. The area boasted a fair-sized swimming pool and the company was housed in hutments — cool, screened structures of light wood construction. By a fortunate arrangement rations were drawn through the air corps quartermaster, admittedly supplying the best mess on the island, excepting the submariners and the hospitals. Perhaps the only jarring note in all of this was the substantial amount of work that had to be done on the beach positions and an unremitting schedule of combat training which was identical with that of the other units of the battalion.

COMPANY "B" ORDERLY ROOM, PUPUKEA HEIGHTS

UNDER THE EUCALYPTUS

MESS HALL AND KITCHEN

UPON arriving at Oahu, Company "B" moved immediately to Pupukea Heights on the north of the island to relieve units of the 6th Engineers. The camp area was a place of great beauty situated in a stately eucalyptus grove overlooking Waimea Bay.

In the early stages of the war the hillsides had been evacuated and troop barracks sited below the ground surface to conceal them from observation, but the favorable turn of events permitted their being moved to level sites on the crests of the hills, where the cooling winds made living conditions of the most ideal sort.

The maintaining of beach positions and the building and maintenance of access roads throughout the north sector was the assigned task of the company. Combat training included the course of jungle living and fighting at the rugged Kaawa Training Center and intensive amphibious maneuvers at both Wainae and Waimanolo, climaxed by a full scale operation against the island of Molokai.

COMPANY "C" ORDERLY ROOM, FORT RUGER

PLATOON BARRACKS

COMPANY STREET

ON arrival at Oahu, Company "C" was quartered on the old army post at Fort Ruger within sight of Diamond Head and walking distance of famed Waikiki Beach. The construction and maintenance of beach defenses in the south sector, stretching from the city of Honolulu to Kaneohe on the windward side of the island, was the primary task assigned the company. One unusual duty was the guarding of the spectacular Pali Pass, high in the Koolau Range, and a vital link in the military road system which ringed the island.

The entire period of the stay on Oahu was marked by advanced training, one platoon at a time being pulled off the beaches for weapons training, stevedoring, combat swimming, and one unforgettable week of jungle training over the toughest course of its kind in the Pacific. Basic amphibious training was given at Waimanolo Beach and a full scale amphibious operation, under fire, was staged on the island of Molokai.

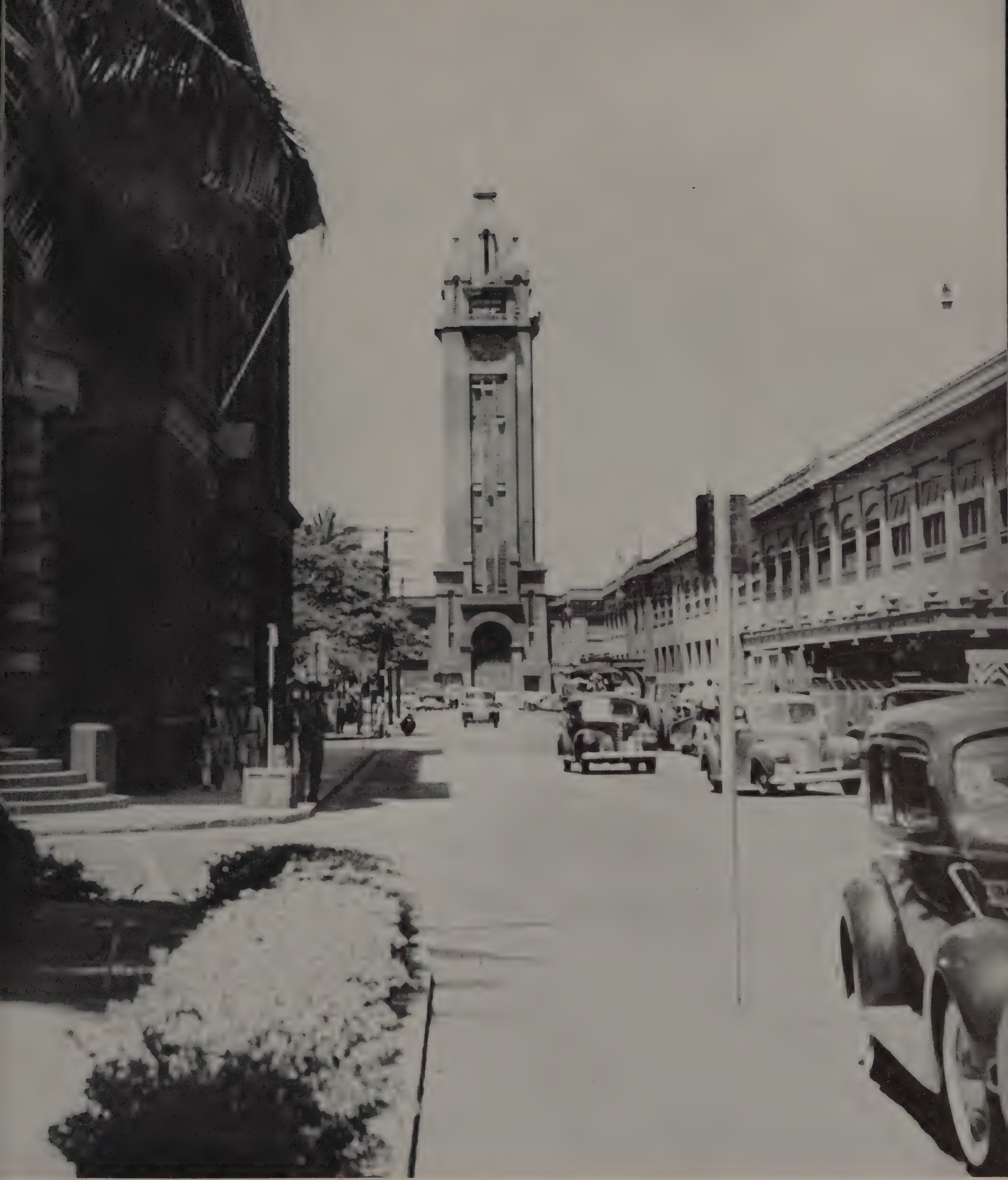
OAHU, A PHOTOGRAPHER'S DREAM

THE island of Oahu has long been a photographer's delight. Many of the things that make it a world-famous tourist paradise also make good photographic material. Besides that, the enterprising shutterbug can find an almost unlimited variety of subjects scattered around in places that never get into the tourist-bait posters and advertisements. Our camera fans were, if anything, even more enthusiastic than the average tourist in peace times. On the following pages are a few pictures typical of those most fellows used up their film on. The Aloha Tower was usually one of the first subjects of the peacetime tourist photographer, for he could not miss the glittering white shaft as his ship came into Honolulu Harbor. The picture on the opposite page was taken, of course, during the days of wartime restrictions on waterfront photographs, and the tower, like all large buildings on the island had been camouflage painted. Pineapple fields offer a continually changing array of patterns guaranteed to make the photographer's choice a difficult one. Sugar cane, particularly at harvesting time, is an interesting subject, especially the machinery used to gather in the cane and to haul it to the refineries. The two developed roads passed through Oahu's mountains, Kole Kole Pass through the Waianae Range to the west, and Pali Pass north from Honolulu's back yard through the Koolau Range, present breath-taking vistas. The Kole Kole Pass was closed to civilians after Pearl Harbor, but we were permitted to photograph it with certain restrictions.

The Mormon Temple at Laie, with its beautifully landscaped grounds is one of Oahu's showplaces. Then there are the Moanalua Gardens, on Honolulu's northwestern corner, containing the best of all Hawaii's tropical and temperate climate flowers, trees, and decorative plants. The hotels in Waikiki, the Royal Hawaiian and the Moana, are also showplaces, but for Barbara Hutton and her ilk. Everywhere the photographer goes in Oahu, he encounters color. But perhaps the most colorful scenes he will find are during the Lei Day festival, the first three days of May, (Lei Day, incidentally, rhymes with May Day) a time fully as jubilant and colorful as New Orleans during Mardi Gras. The beaches that make up a large part of Oahu's coastline are primarily useful for sunning, swimming and surfboarding, of course, but, like all beaches everywhere, are always good possibilities for "different" photographs. One chance at a really unusual photograph that all of us missed was the Upsidedown Falls, in a little side valley near Pali Pass. Here, when wind and rain are right, the tiny Waipuhia Fall seems to go into reverse, or so the Tourist Bureau literature says. Always good for photo subjects are King Kamehameha and his house, monuments, and so forth, even though he has been dead many years.

One could see the natural photographers mouth water in his desire to take a few shots of the "Fleet" anchored out in Pearl Harbor. There one could see the famous ships which were even then making history by their victories over the Japs. Battleships, carriers, cruisers, destroyers. Here one could see the naval "muscles" of the U. S. Since such shots were taboo as were many shots showing any part of the coastal defenses, military scenes had to be confined to military posts such as Schofield Barracks, Fort DeRussy, and Fort Ruger. As these were Regular Army posts the buildings and landscape were natural photographer's material.

Of course there were shots that had to be taken of the training at the Unit Jungle Center in order that one could in later years show them to the family and say "Gee, we had it tough then." Yes, truly, Oahu is a photographer's dream come true.



ALOHA TOWER IN WAR PAINT

PERFECT TREE - MOANALUA GARDENS

Hawaii's Tourist Bureau advertises this monkey-pod tree in a public garden on Honolulu's outskirts, as the most perfectly shaped tree in existence. Most of us decided we'd rather see a nice, big, shady maple.

PACIFIC RIVIERA - WAIKIKI BEACH

The world's most famous beach proved disappointingly narrow, but excellent for sunning and swimming. Hawaiians value it most for the fact that the barrier reef gives this beach the best surf boarding in the Islands.

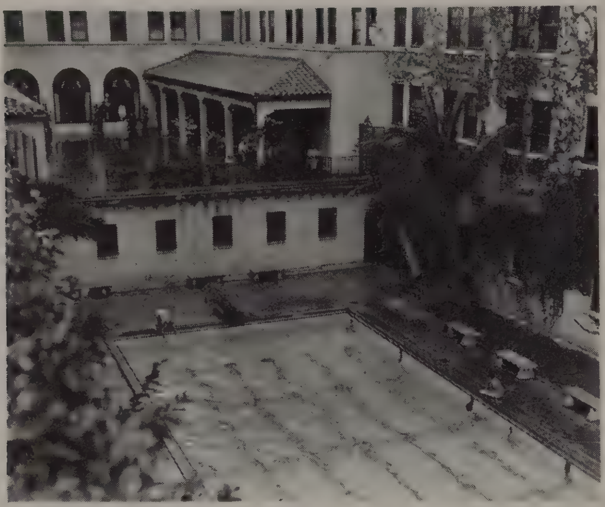
HAWAII'S GOLD - THE PINEAPPLE

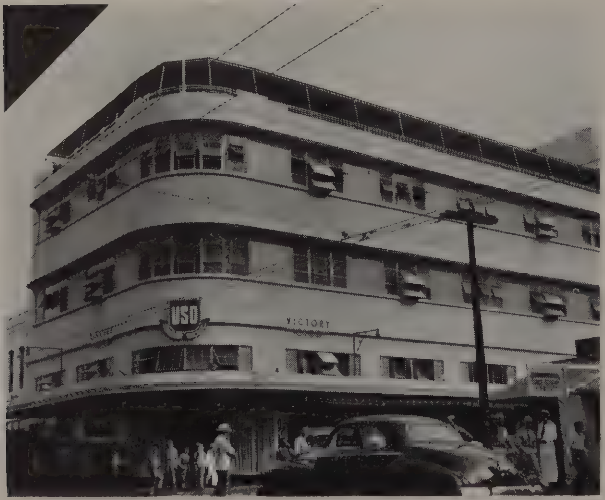
The renowned pineapples of Hawaii proved to be no myth. The symmetrical rows were beautiful to see, the pineapples even more wonderful to taste. Growing and canning this fruit is a major Hawaiian industry.

HAWAII'S SILVER-SUGAR CANE

An equally important product of the soil is sugar cane. Loss of the Philippine sugar industry to the Japs served to accord Hawaiian sugar added value. Its growth and refining contributes much to the island's economy.

ARMY AND NAVY YMCA

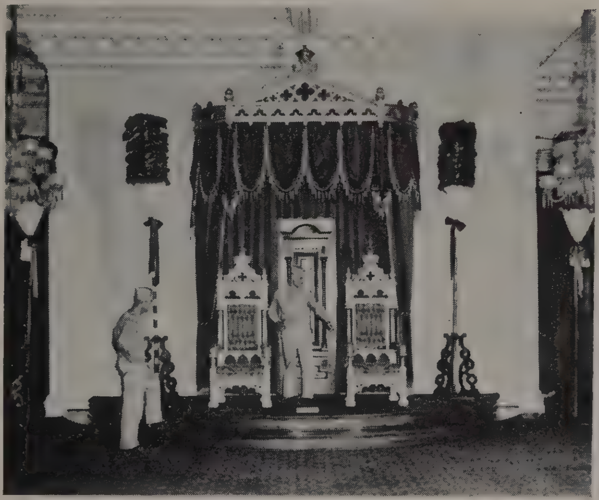




THE people of Hawaii have always tried to provide as many facilities as possible for the recreation of the servicemen stationed there. Even before the war, the Army and Navy YMCA was one of the landmarks of Honolulu. Its concrete facade, imposing as it is, does not reveal that behind it is a three-story building that surpasses many a ten dollar resort hotel in the States for luxury. The court of the U-shaped building contains a tile-paved terrace for sunning in the daytime and dancing at night, and a large swimming pool occupies the rest of the court. The dining room would do justice to any 800-room hotel, for quality of food even more than for service and decoration, and the steaks there are the best on the island. Equally popular by the time we arrived in Hawaii, was the Victory USO Club, in the very heart of downtown Honolulu. Located at the Hawaiian equivalent of State and Madison, it was opened after Pearl Harbor in a five-story concrete building that had housed a firm owned by a Jap loyal to Tokyo. The primary attraction here is the immense soda fountain that occupies fully half the street floor of what had been Honolulu's largest department store. Next in popularity is the roof garden dance every noon, with office girls from the neighborhood for partners.

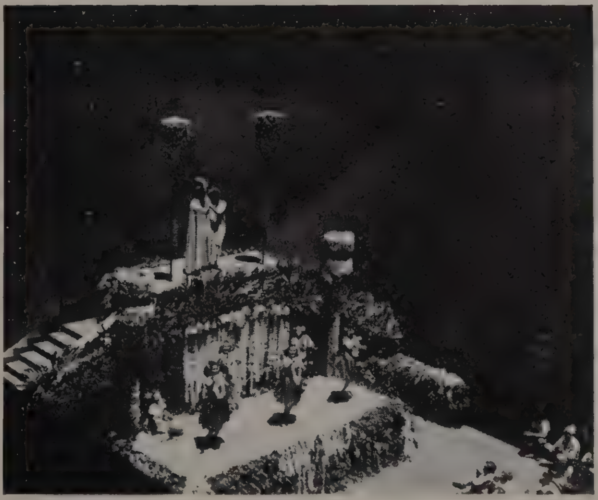
MORMON TEMPLE, LAIE, OHAU

BANANAS NEAR PALI PASS



KING KAMEHAMEHA'S THRONE

KOLE KOLE PASS



LEI DAY FESTIVAL

KAMEHAMEHA HIMSELF

Unit Jungle Training

KANEOHE, OAHU

A WEEK OF TRAINING NEVER TO BE FORGOTTEN

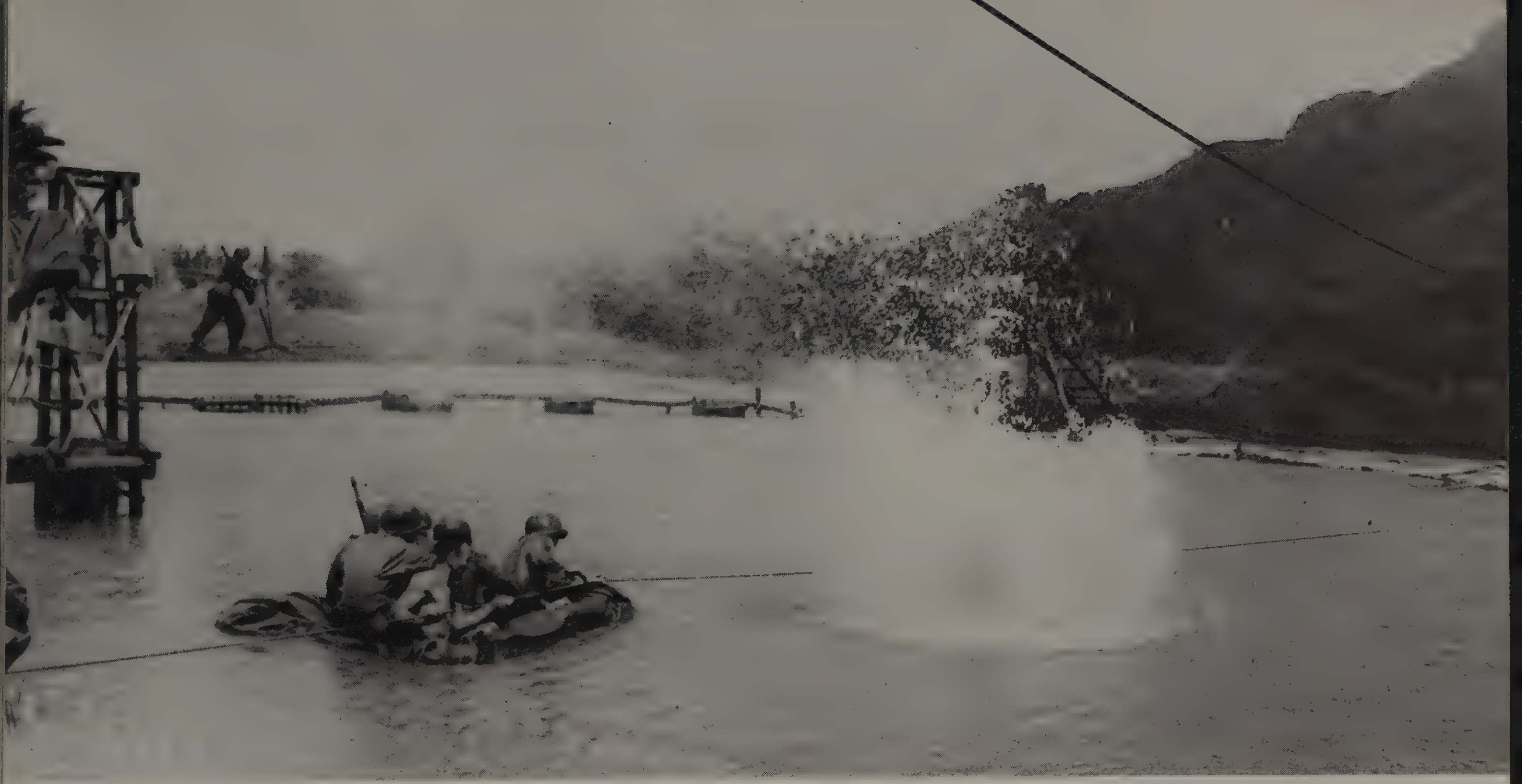
EXPERIENCE of units in the early Pacific battles soon demonstrated that Americans did not know how to fight and live on uncivilized, jungle-covered islands. Few Americans had ever seen these islands before; none had thought of conducting a military campaign on them. Men who had always had food, clothing and supplies readily available had to be taught how to hunt down and kill a crafty enemy who could conceal and camouflage himself so well, that one could almost step on him without seeing him. To the American's advantage was his ability to think for himself—in spite of the Army's insistence on "following the book"—something the Jap could not do. To effect this training, a jungle training center was set up in rain-soaked Kahana Valley on eastern Oahu. There are steep, jungle-covered mountainsides, tangled undergrowth, steamy sunless hollows. Here we took a week's course in all the things we were told we needed to know; bayonet, infiltration, stream crossing, jungle living, demolitions, booby traps, a hundred and one other things. There was a course called hip firing, a modernized version of the shooting you see Saturday afternoons in westerns at the neighborhood movie. Walking through undergrowth, where he can't see twenty feet, a man must shoot without hesitation or deliberate aim when an enemy suddenly becomes visible almost within arm's reach. The pistol and revolver were the only thing under .50 caliber we didn't shoot. One of the instructors even fired an aircraft type .50 caliber machine gun in a demonstration for our edification.

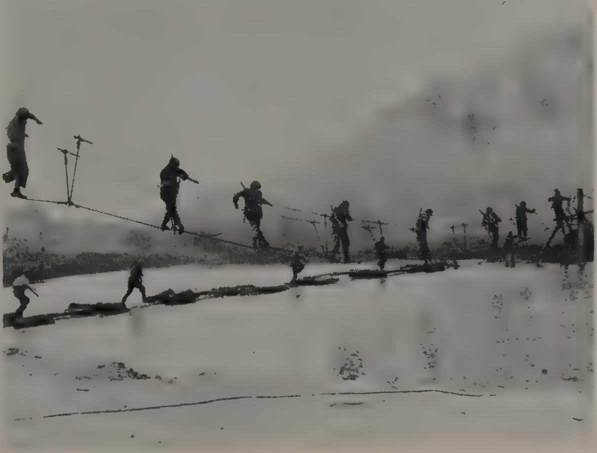
PIT FIGHTING

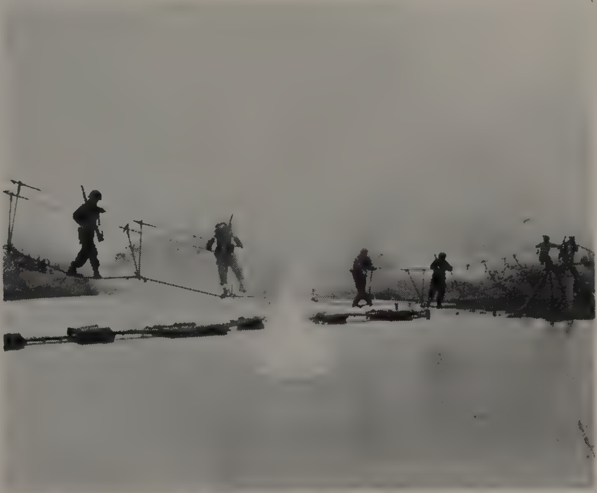
The object was to throw the "enemy" out of the pit while avoiding being thrown out yourself. It separated the men from the boys. The men remained a few seconds longer, came out more gracefully.

THE HARD WAY

The immediate manner of determining the winners was to see who remained in the pit. An equally sure, more lasting way was to see who had the most mud and bruises. Invariably they were the winners.

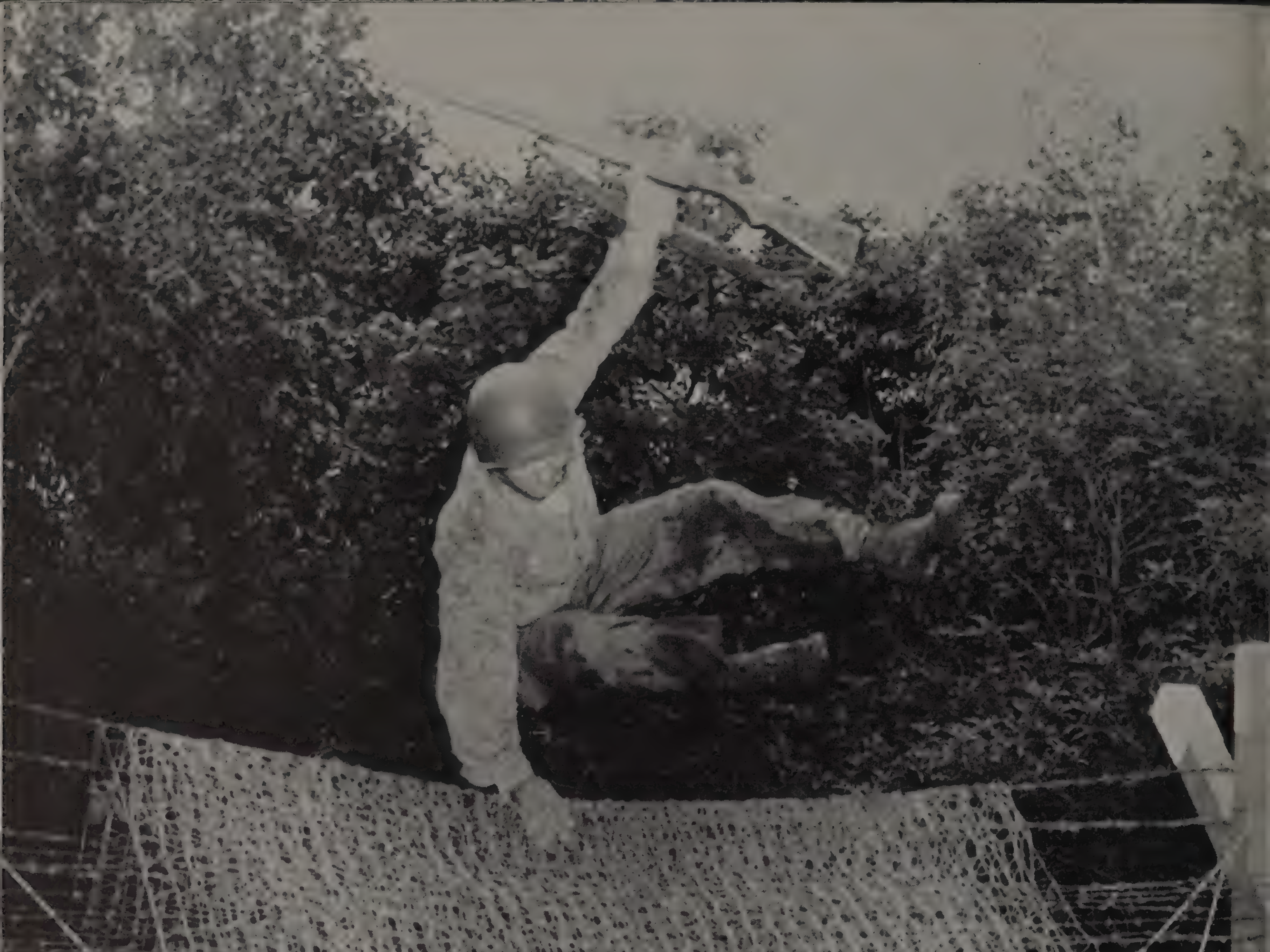






STREAM CROSSING

ALL tropical islands in the western Pacific receive tremendous amounts of rain. This, combined with their rugged mountains and low coastal plains, means innumerable small streams. To take an island, each stream must be crossed, often under fire. Therefore, stream crossings were made at night wherever possible. This meant absolute silence, to preserve the secrecy of the move. Since most streams are too small, jungle paths too narrow, to permit using the Army's standard equipment, it was mostly makeshift. So, a good part of our time was spent learning something else we were never to use. Two men's pup tents make a float that will carry all their clothing and equipment across, the men swimming along, pushing it. A truck tarpaulin and bundles of small brush make eight-man boats. After the first small groups cross in the dark, the element of surprise is soon lost: then larger numbers of men, heavy weapons, supplies and ammunition must be put across quickly. We learned to build foot bridges using empty gas cans or drums for floats, catwalks of boards or small tree limbs. Climax of this class was a half-day problem building floats, swimming the stream, putting across a foot bridge, crossing on it or a rope suspension bridge. All this was done midst a deluge of water thrown up by blocks of TNT, put in the water to add realism.



CROSSING THE HIGH BARBED WIRE OBSTACLE

ANOTHER MUDDY COURSE, HOUSE TO HOUSE STREET FIGHTING

IN jungle countries, tiny villages of three or four families are important crossroads, fought for and defended as fiercely as a large city in Europe. This meant our men must be trained in taking and holding these "wide places in the foot trails" that loom so large on 25-cent war maps. Still another course was "dirty fighting," known in polite circles as Judo. Anything goes, no holds barred. Particular stress was laid on ways of barehandedly disabling or killing an enemy armed with a knife or club. We never used this knowledge, for we were never without rifles and ammunition.

KILL OR BE KILLED

MEN who get separated from their outfits, escape from enemy prison camps, or get washed ashore from shipwrecks on jungle islands seldom have more than their own hands and a knife to depend on. With these and his wits a man must keep alive and in condition to travel on foot until he can reach friendly territory or help can reach him.

THE cocoanut is the most useful plant in such country, furnishing food, shelter, utensils, even emergency clothing. Few cocoanuts grow inland, on higher ground: here the wanderer must identify edible plants, fruits and nuts, as well as poisonous ones. Husking cocoanuts is difficult for the uninitiated, other parts of the palm are of little use without some training. Bamboo is another highly useful material, but it too is of little use to the untrained. Hence the lectures on "Jungle Living."

RESULT OF ONE HOUR ON BAYONET COURSE

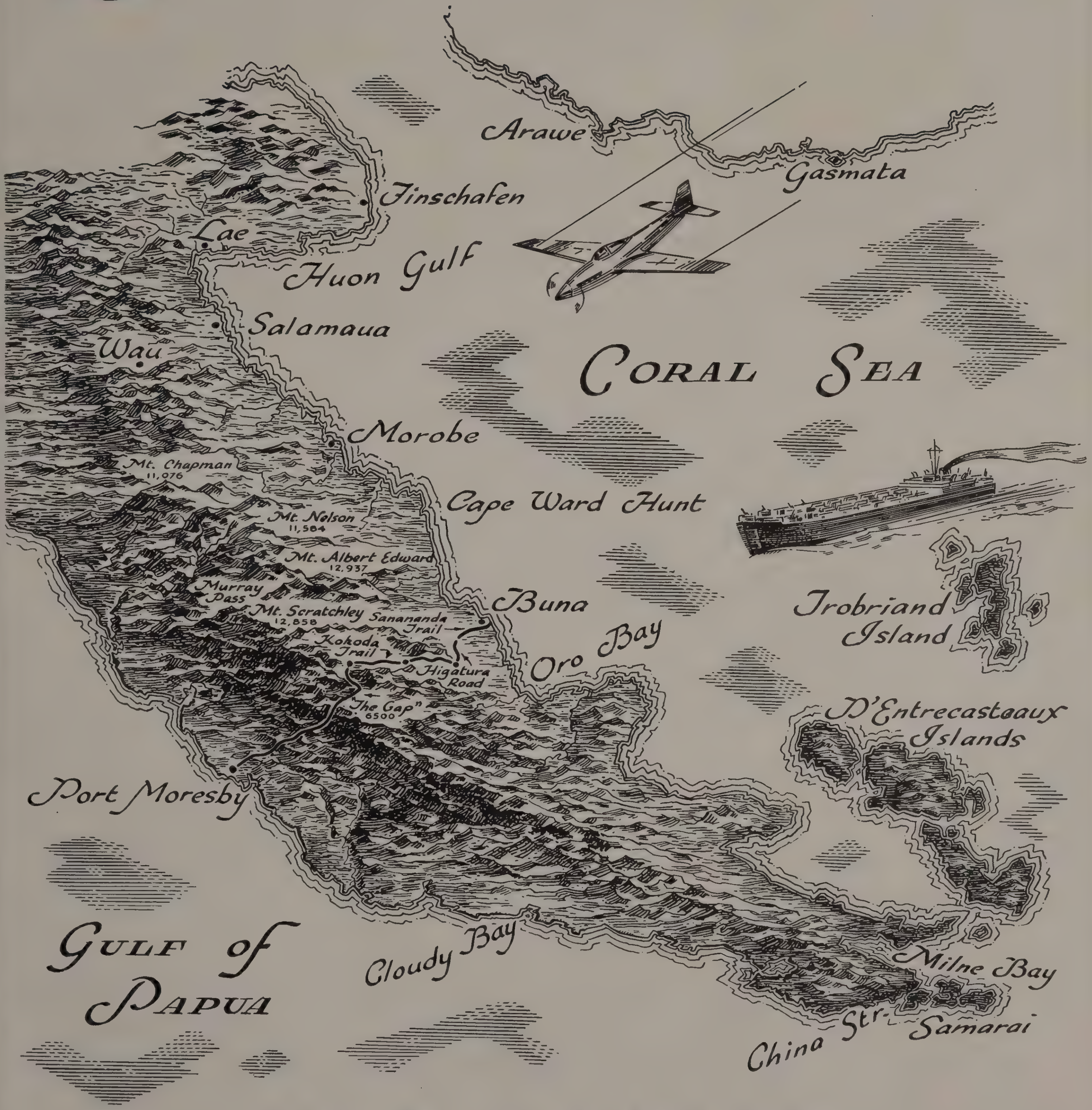
SECOND SEA VOYAGE - OAHU TO NEW GUINEA

WE shipped out of Oahu on June 12, 1944, under sealed orders, aboard the S. S. Alcoa Polaris, a C-1 10,000 tonner slightly modified in order to transport troops. The entire battalion plus a token contingent from each of the divisional units made up the advance party. The trip took 19 days and was fairly uneventful. There were the usual sufferers from seasickness, the interminable card games, and the ship-long chow lines. The battle drills were a daily occurrence but all that we sighted was a friendly aircraft carrier off Samoa. General Easley, troop commander, held a briefing on the move which, tactically, was an administrative move to an advance base preparatory to staging for combat. Nevertheless, the usual violent rumors circulated, putting our destinations everywhere from Australia to China.

The big event of the voyage was the holding of King Neptune's Court. This time-honored tradition of the sea took place upon the crossing of the Equator. Immediately, the ship's party was divided into two groups, those who had previously crossed the Equator (The Trusty Shellbacks) and those who had not (The Lowly Polliwogs). The Shellbacks, banded together under King Neptune, undertook the initiation of the Polliwogs. The initiation rites were rough and respected nobody, despite their rank. The Polliwogs were beaten, half-drowned, disfigured and all but scalped by Neptune's Royal Barber before being admitted into the realm of Neptune. Upon admittance they were presented with a scroll proclaiming the bearer a Shellback in good standing, which protected him against similar indignities in the event of a future crossing. Some of the sights seen during the ceremonies will never again be witnessed by the eyes of man—thank God. Among these were two captains policing the deck with boxing gloves, six stalwart 200-pounders prancing around clad in flimsy underthings, topped off with mop-headed wigs.

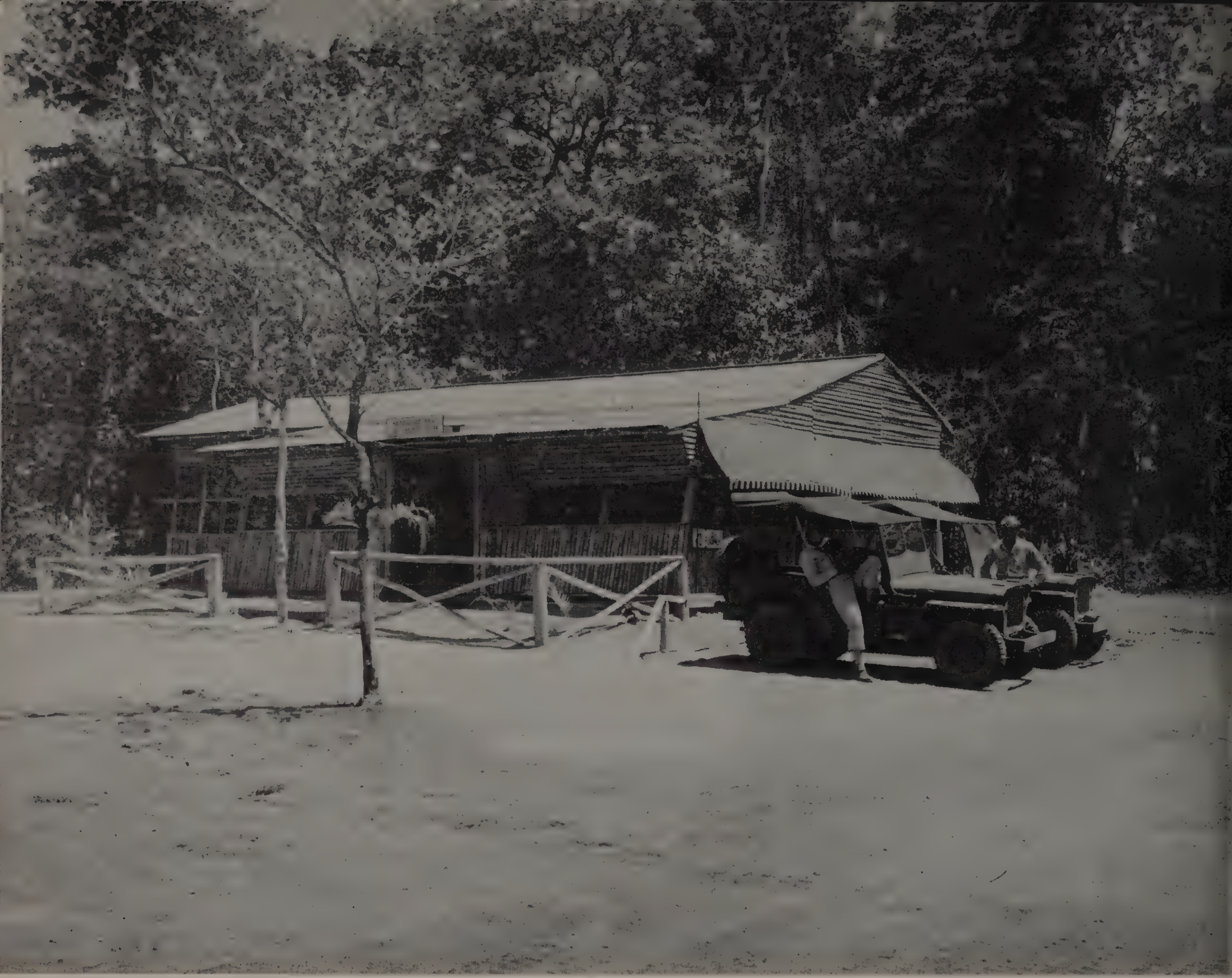
The Alcoa Polaris sailed without an escort and this, of course, added to the length of the trip. We sailed south by west, skirting the Fijis and New Hebrides, and on a zig-zag course which changed our directions every fifteen minutes. Our original orders were for us to stop at the Island of Espiritu Santo in the New Hebrides, there to receive further orders. However, radioed orders which we received enroute changed our destination to Milne Bay, at New Guinea's southern tip. An Australian patrol bomber picked us up on the afternoon of the 30th and we proceeded to the China Straits. We picked our way through the Straits at twilight and anchored in Milne Bay that evening. Nobody felt particularly cheerful, for the sight of the forbidding mountains of the Guinea coast, blanketed in their ever-present, low-hanging clouds, was rather ominous. By this time, too, all personnel had been taking atabrine for about a week and everybody had the sickly yellow atabrine complexion. On the following day, July 1st, we received orders to proceed to Oro Bay, which was to be our final destination. We sailed that day and early on the morning of July 2nd, dropped anchor off Oro Bay, site of the bitter battle of Buna. After the usual few hours delay, we crawled over the ship's side into the waiting Ducks, everyone carrying his full gear. The bay looked particularly bare that morning and nothing we saw upon debarkation from the Ducks did much to change our opinion. Everything is relative, however, and some of the places we were to visit later made Oro Bay seem, upon looking back, to be a pretty good place to spend a few months.

113TH ENGINEER COMBAT BATTALION



NEW GUINEA

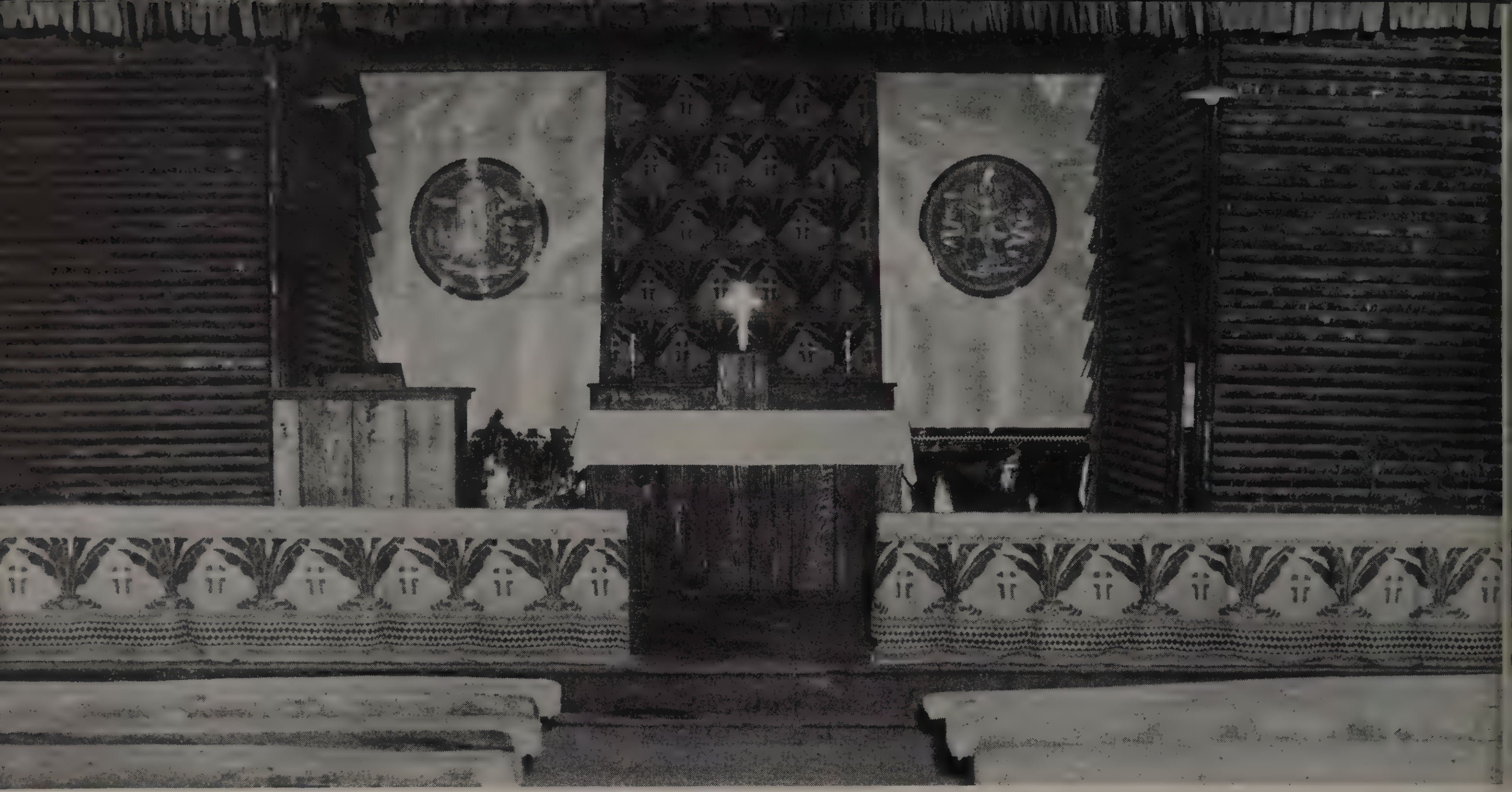
Francis E. Fitzgerald



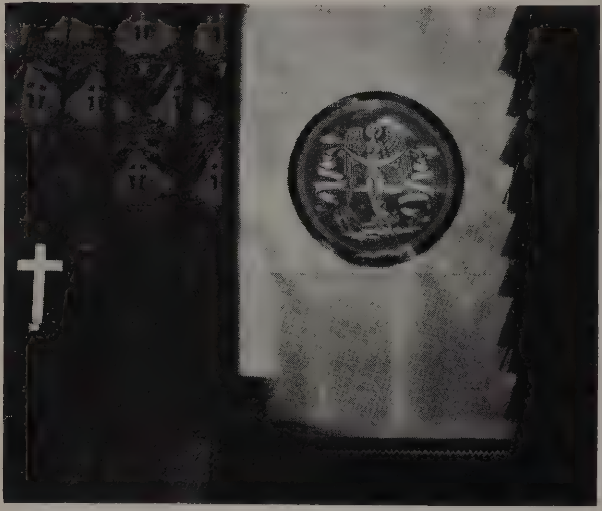
THIS WAS OUR HOME IN NEW GUINEA

THE first week after we debarked seemed to confirm our worst fears about New Guinea. Living in unframed tents, we had almost continual rain and mud; steam-laden air when the sun did shine. There was rain all during our stay, but it was scattered, no real problem until we began loading out for Leyte. We resigned ourselves to a long session of building and drainage, then got orders to occupy the old 31st Division area. There was a sigh of relief, for the 31st's area was already built up; tent frames, administration buildings, chapels, mess halls; everything we were preparing to build. The building in the picture turned out to be our headquarters. It was the officers' club of the outfit before us, one of the better buildings in the division area. The main portion is an Australian prefabricated unit, the extension to the front is apparently a later addition. The roof, corrugated sheets of asbestos cement, was a new building material to many of us, but we later used much of it on additional buildings we erected. We found the building in a poor state of repair, but soon had it livable, considering our remoteness from civilization. Half the floor had to be relaid, all new screen wire put up, and the building wired for lights. Roof leaks were our unsolvable problem. Tar held for one rain, but before another rain came, the sun would melt the tar so it ran away, and there were our leaks again. All in all, we found it an excellent administrative office, particularly later, when we could compare it with subsequent installations.

BEAUTY WAS HACKED OUT OF THE JUNGLE

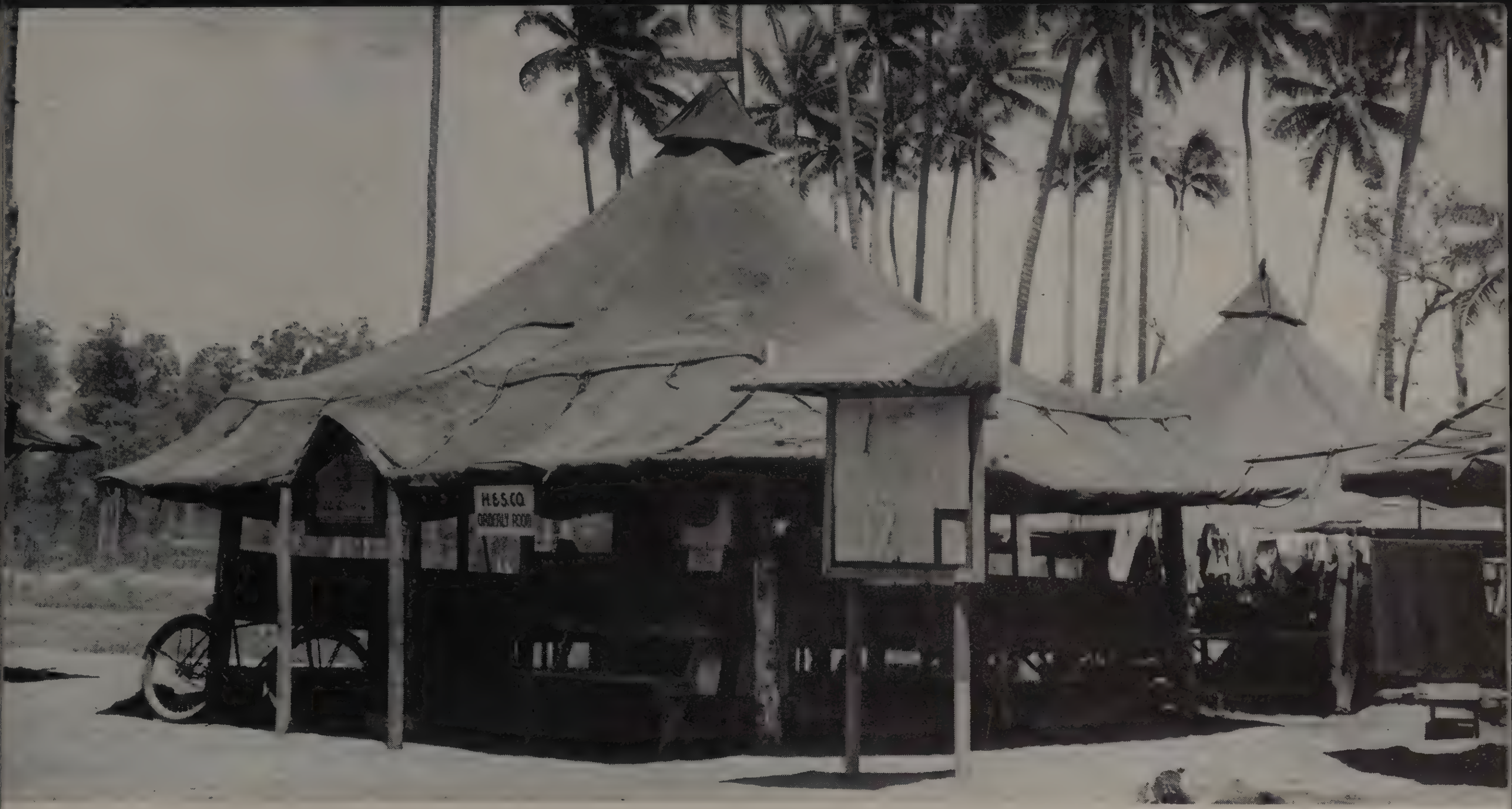


INTERIOR OF OUR CHAPEL

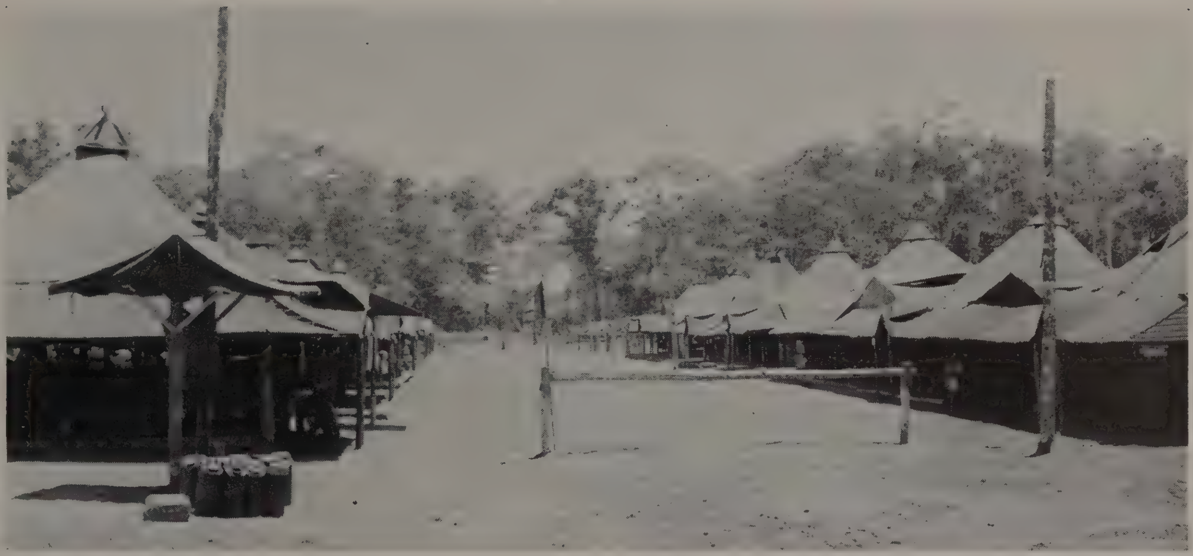


NEW GUINEA CHAPEL

OUR chapel was typical of native construction, and similar in plan to other chapels in the neighborhood. This plan was simple, a building about thirty-five feet wide and a hundred feet long, with a sand floor, the altar and two small side rooms on a raised wooden floor across one end. Like our headquarters building, there was nothing but the bare structure. We went to work on it soon after moving in, first built the altar and the pulpit. After that, we put in the log seats, and wired in lights. Meanwhile, S-2 began work on the decorations. They made up the drapes hanging above the altar and across the altar rail by stenciling the pattern on burlap, and painted the plaques on either side of the altar on heavy waterproof kraft paper. The small room to the left of the altar was converted into a photographic darkroom, but little other secular use was made of the chapel.



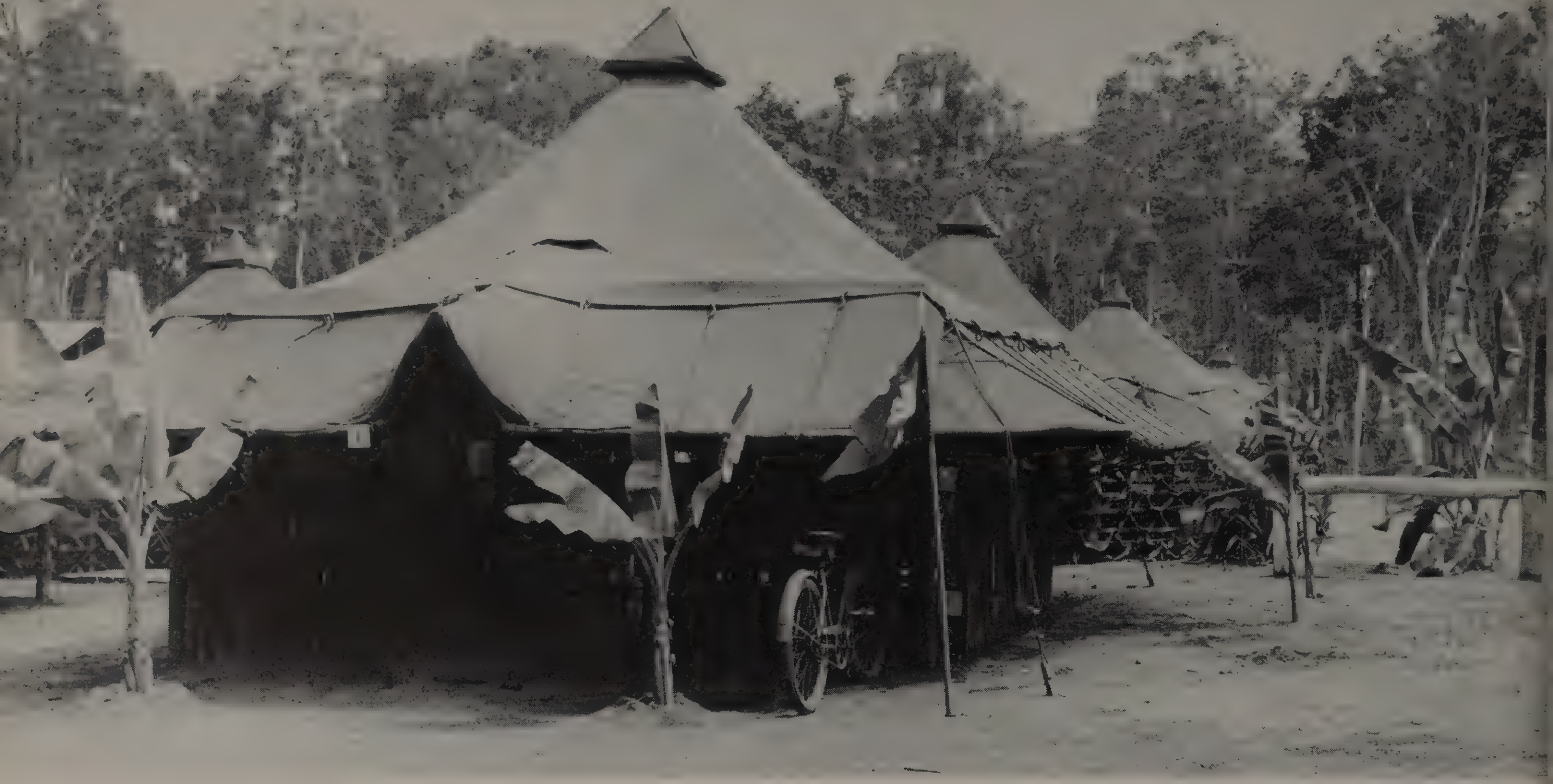
HEADQUARTERS AND SERVICE COMPANY ORDERLY ROOM



HEADQUARTERS AND SERVICE AREA

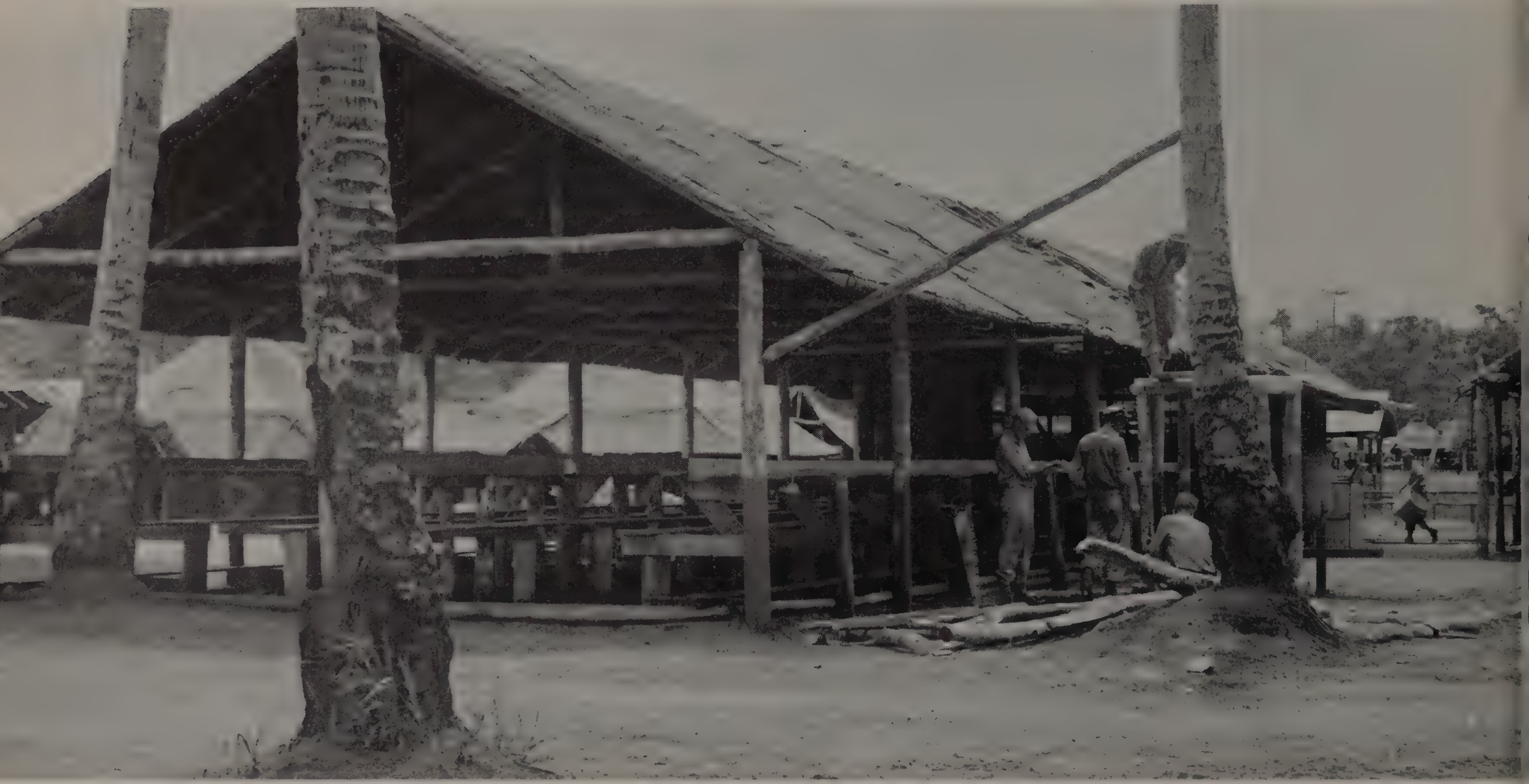
BILLOWING dust and suffocating heat, cloud most recollections of New Guinea, for the noonday sun beat down on the tent rows like the breath of hell. Yet the nights brought relief in the form of cooling winds, and it was a fitful sleep that was interrupted by the scurry of rats on the sandy floors.

The H & S Company area fronted the west with the three tent rows opening onto two streets. The olive-drab pyramidal tents were stretched over timber frames with the flaps permanently extended to provide a maximum of shade and ventilation. Six cots were disposed around the interior of the individual tents with shelves over each cot on which clothing and personal effects were spread. From the shelves were draped the essential mosquito bars which, dutifully tucked in at the edges of the blankets, protected the sleeper from all things crawling and creeping which roamed the night, as well as "Gentle Annie"—the anopheles mosquito, who carried the dreaded malaria.



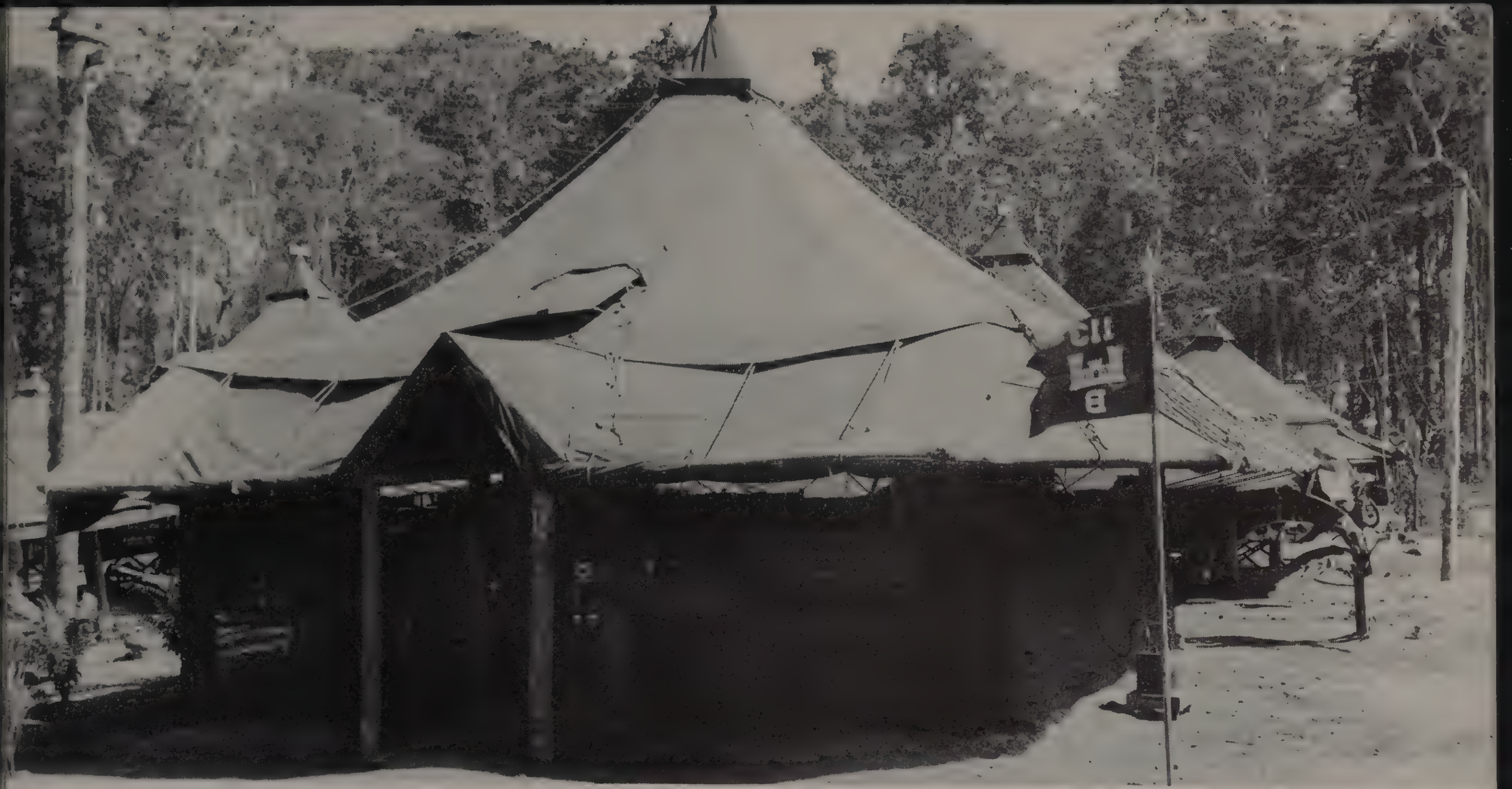
COMPANY "A" ORDERLY ROOM

The Company "A" Area in New Guinea was typical of all camp construction at Oro Bay, and was identical to the other letter company areas, located about two hundreds yards west from Battalion Headquarters.



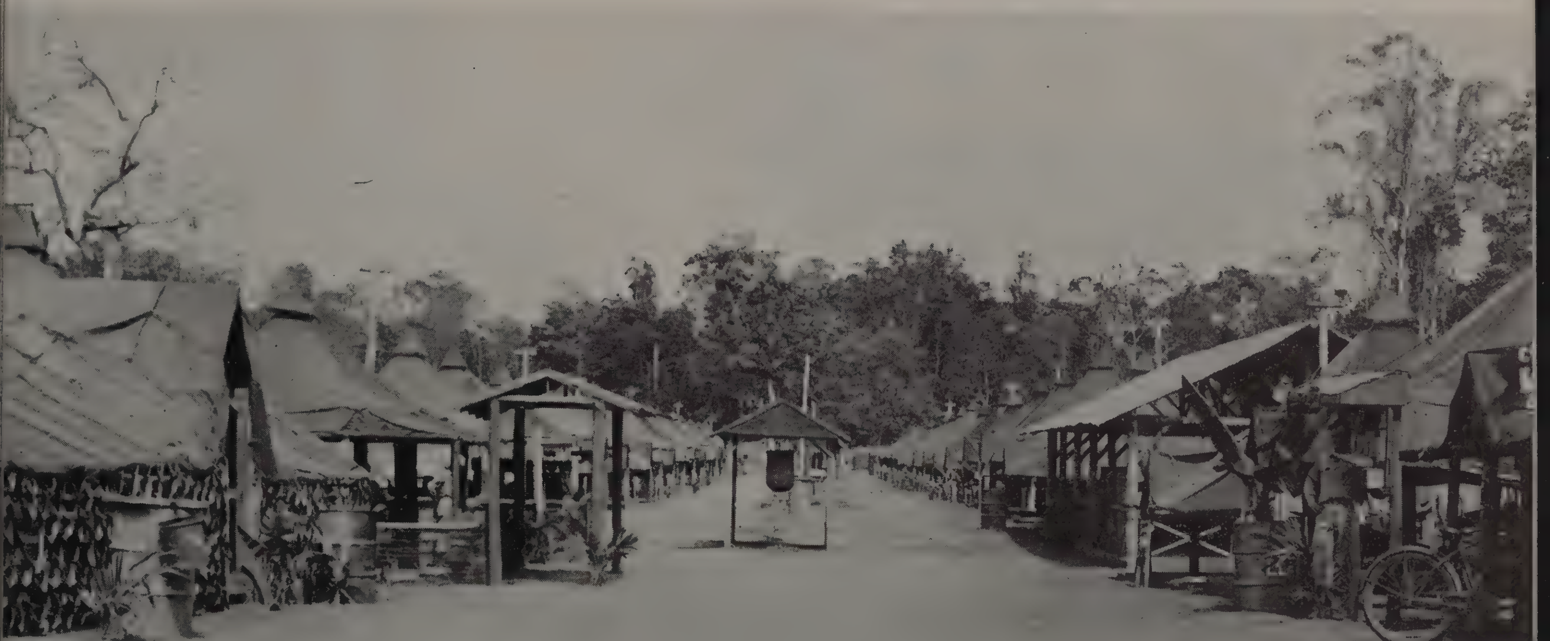
MESS HALL AND KITCHEN

The mess hall was built of local materials in usual native style, with scrap canvas for the roof. The kitchen had a concrete floor. Like everything else, it got a lot of improvements during our stay.



**COMPANY "B"
ORDERLY ROOM**

Dawn in New Guinea was ushered in by the ear-splitting announcement from the "B" Company loudspeaker that numerous requests had been received during the night for the "Beer Barrel Polka," and that they were happy to oblige: *ad infinitum.*



**COMPANY
STREET**

Company "B" customarily occupies the desirable middle area in a battalion layout, making for easy access to friends in "A" and "C" at either side; and to their clotheslines, tent pegs and shaving lotion as well.

COMPANY "C" ORDERLY ROOM

The battalion area at New Guinea had been cleared by the 31st Division engineers so it was possible to improve the site and living quarters substantially in the time available; but nothing could be done about the heat.

COMPANY STREET

Speaking of mess halls, it is incredible the amount of bully beef that Australia could process and ship under wartime conditions; and why they sent it all to us is one of the great imponderables. We hated the "———" stuff.

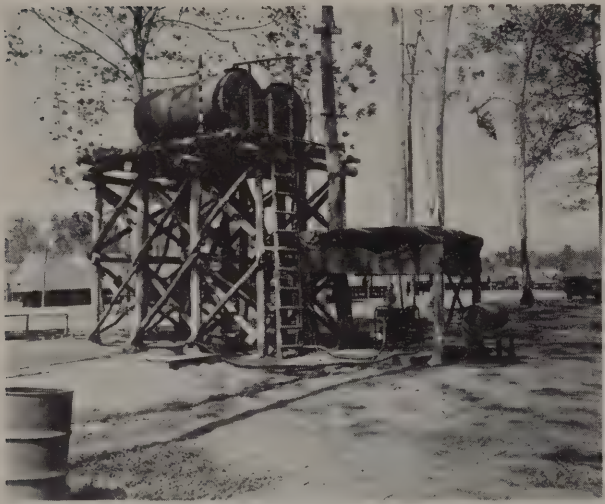
SICK, LAME OR LAZY

The Medics are an essential part of any army. In New Guinea they performed their principal duty in a splendid manner. On the side they became engineers to build their dispensary and adjacent park.

NEW GUINEA GENERAL STORE

Stores as we know them back home don't exist in New Guinea. We felt lucky to have our own PX where we could buy soap, tooth paste and occasionally a few bars of candy.

BATTALION MOTOR POOL, GARAGE, AND HEAVY EQUIPMENT YARD

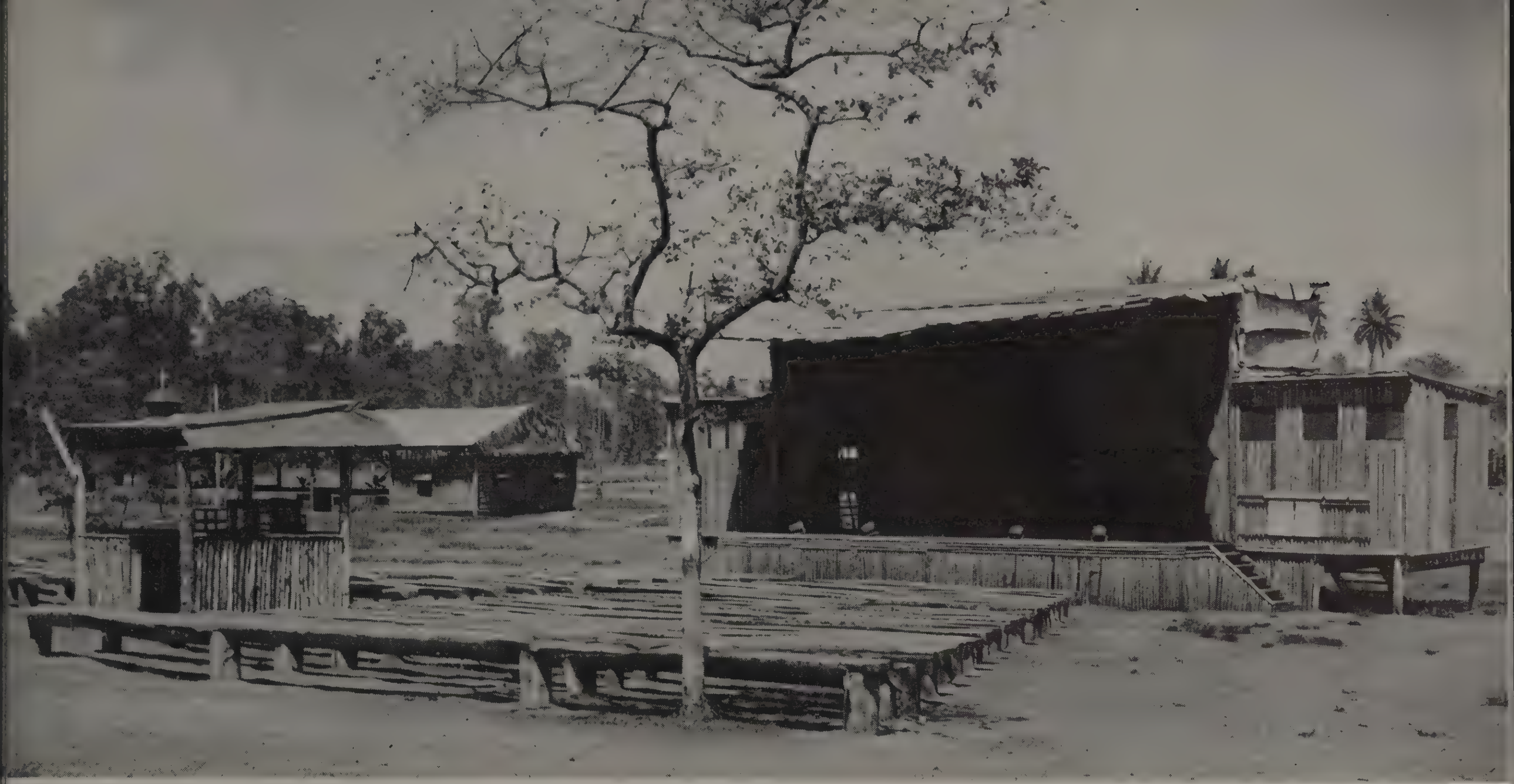


AREA UTILITIES

THE American soldier has demonstrated that he can fight in the dirt and mud as well as or better than, can any soldier of other nationalities, but cleanliness is such a habit with him that from the moment he first starts to set up a camp, he immediately looks around for means of taking a shower and washing his clothes. In New Guinea each company designed and constructed a washing machine from available scrap materials. Utility, not beauty, was the principal quality desired. Personnel were selected for daily operation and schedules worked out for laundry turn in. Despite lack of previous professional laundry experience, it was generally agreed the clothes came back faster, cleaner, less torn, and less mixed up than at any other G. I. laundry we had encountered.

As for the showers they undoubtedly did more to keep up morale than did almost any other factor. As long as one could get under a cool refreshing shower at the end of the day, things never seemed quite as bad. Also the running water from the tanks into the company kitchens made the difficult job of the cooks somewhat less difficult.

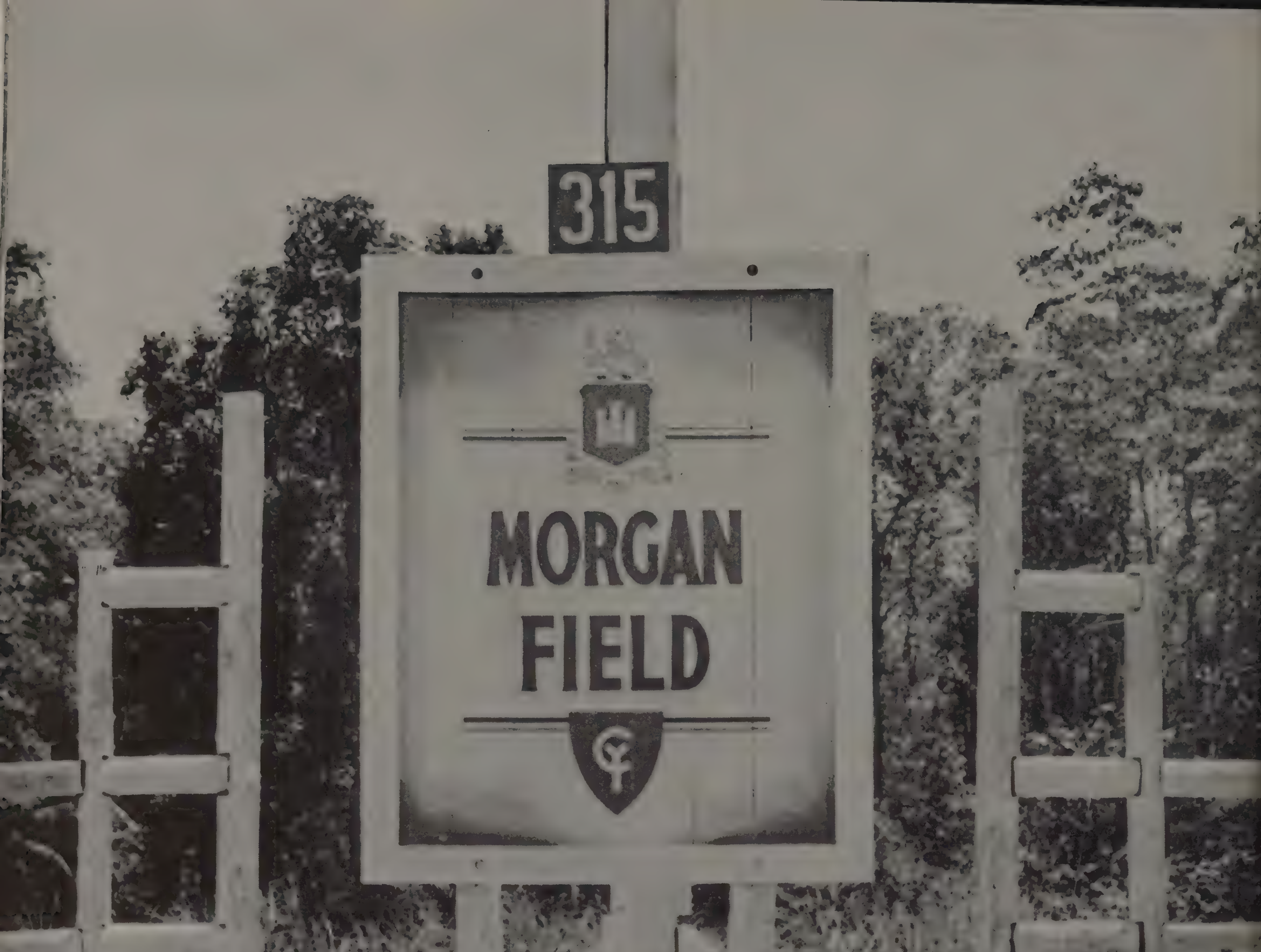
MOTOR POOL. To an engineer combat battalion with its heavy equipment and vehicles, the motor pool is necessary to insure continuous operation. Upon the way it is handled, the knowledge and skill of the mechanics and maintenance personnel, depends a large share of the success or failure of the battalion mission. In New Guinea, as in the U. S. and Oahu, it was conceded by all units in the division that the engineer battalion was "tops."



BEST THEATER SOUTH OF THE EQUATOR

NEW GUINEA ENTERTAINMENT

THE theater, like the chapel (in the background above) and battalion headquarters, was only "half there" when we took over the area. Since we knew this would be almost our only source of entertainment, we began improvements as soon as possible. The first job was to wire the stage and projection booth, to provide power for the movie projector, and foot and wing lights for the live shows we were told would play there. Next came a new projection booth, for the old one was nothing more than a table, sheltered (?) by a square of canvas suspended on four poles. Finally, we put in the log seats so we wouldn't have to carry boxes, etc., to get a place to sit. There were movies at least three times a week, and the division band sent down some kind of show, ranging from a four-piece swing combo to the entire band, almost every week. Several USO units played our theater, and one of these was the high spot of our entertainment in New Guinea. This was the unit, shown in the small photos, composed of three women and four men who presented the Broadway hit, "Over 21." This play was later made into a movie, which was playing theaters around the States at the time this was written.



RECREATION FIELD DEDICATED TO LT. G. L. MORGAN

TAKING THE HIGH HURDLES

RUNNING BROAD JUMP

200 YARD DASH

HIGH JUMP

ORGANIZATION DAY TRACK MEET

SEPTEMBER 19th is Battalion Organization Day, a day the Army sets aside to acquaint all members of a unit with the former history of their organization. The day is considered a holiday with only the minimum essential work performed. On our 1944 organization day in New Guinea a battalion track meet was held.

Under a glaring, boiling sun one would hardly expect to see many world records challenged, but considering all conditions present, several excellent performances were turned in.

Track events included dashes, hurdles, and relays. Field events included high and broad jumps, football and softball throw. Several of the winners revealed that they had won awards as members of high school track teams. We intended to debar them as professionals but our good sportsmanship prevailed.

Company "C" won the team honors, and all members of the team were awarded by handclaps and a set of sore muscles, as very little other form of awards (except furlough to the States), can be found in New Guinea.

Engineer C.P.X.

NEW GUINEA

TANK ASSAULT TEAM IN ACTION

S-2 COMMAND POST

Advance tactical training in New Guinea consisted of field problems over dense and heavily wooded terrain. The problems were given as much realism as possible, including digging in battalion command post positions for cover and defense.

MOCK CASUALTY

Until one sees casualties among his own troops, war seems like a big play. To mentally accustom everyone to combat conditions, casualties were simulated to include evacuation to rear areas for medical treatment.

CAMOUFLAGED MACHINE GUN ENPLACEMENT

It is impossible to locate an enemy accurately in dense jungle undergrowth. Here machine guns become important as they can cover a wide target rapidly before the enemy can draw a "bead" on you from his concealed position.

RADIOS DIG IN TOO

Upon radio operators falls one of the least desired duties during night defense. Operating their sets continuously, the set actually makes little noise, but sounds like a hand grenade when a visit from the Japs is expected.

Engineers at Work

NEW GUINEA

HEAVY EQUIPMENT AND ROADS MOVE TOGETHER

ROADS WERE CARVED OUT OF HEAVY JUNGLE UNDERGROWTH

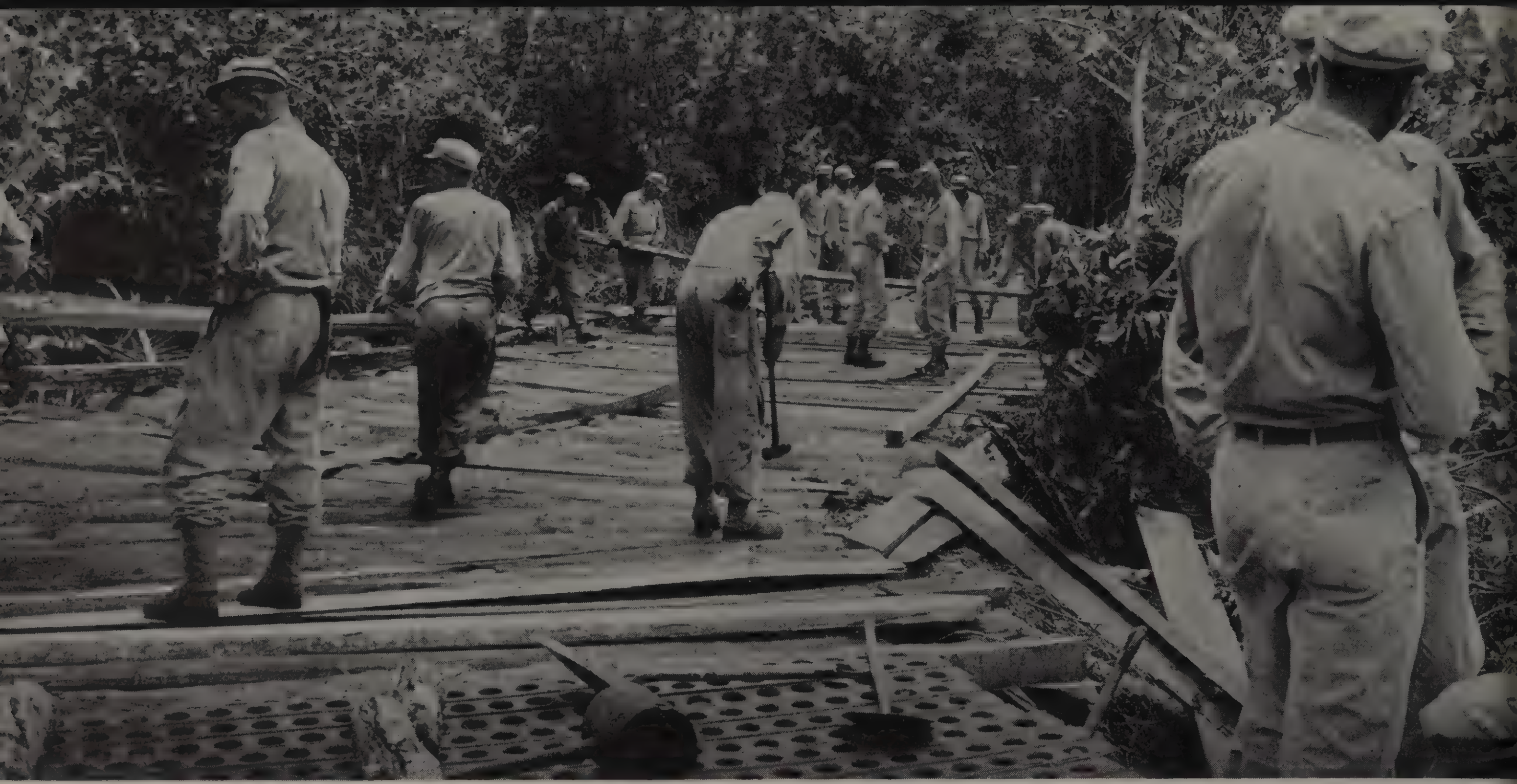
SANANANDA TRAIL

ABOUT fifteen miles north of Oro Bay, beyond Buna, lies Sananada Point, a small promontory that was the scene of the bloody landings of the 41st Division in the fall of 1942. This was after the 32nd Division had made its grisly, heartbreaking trek across the forbidding, jungle-covered Owen Stanley Mountains from Port Moresby. The 32nd lost over half of its men on that march, but fought its way to the coast at Oro Bay, there to begin receiving supplies by sea for the drive up the coast to take the Jap strongholds of Buna and Gona. Meanwhile, the 41st landed at Sananada and began working south. The Sananada Trail, a native footpath running from Oro Bay to Sananada Point was used to establish communications between the two divisions and as a means of exchanging seriously-needed supplies. A little later as the fighting closed in on Buna and Gona Missions, units from the 32nd and 41st were sent around to the inland side of those places by way of Sananada Trail, and from there they fought their way to the coast during the final phases of the battle. These units were supplied solely by native pack gangs over the trail which played so large a part in the success of our first land offensive of the Pacific War.

ONE OF THE MAIN USES OF NATIVE TIMBER

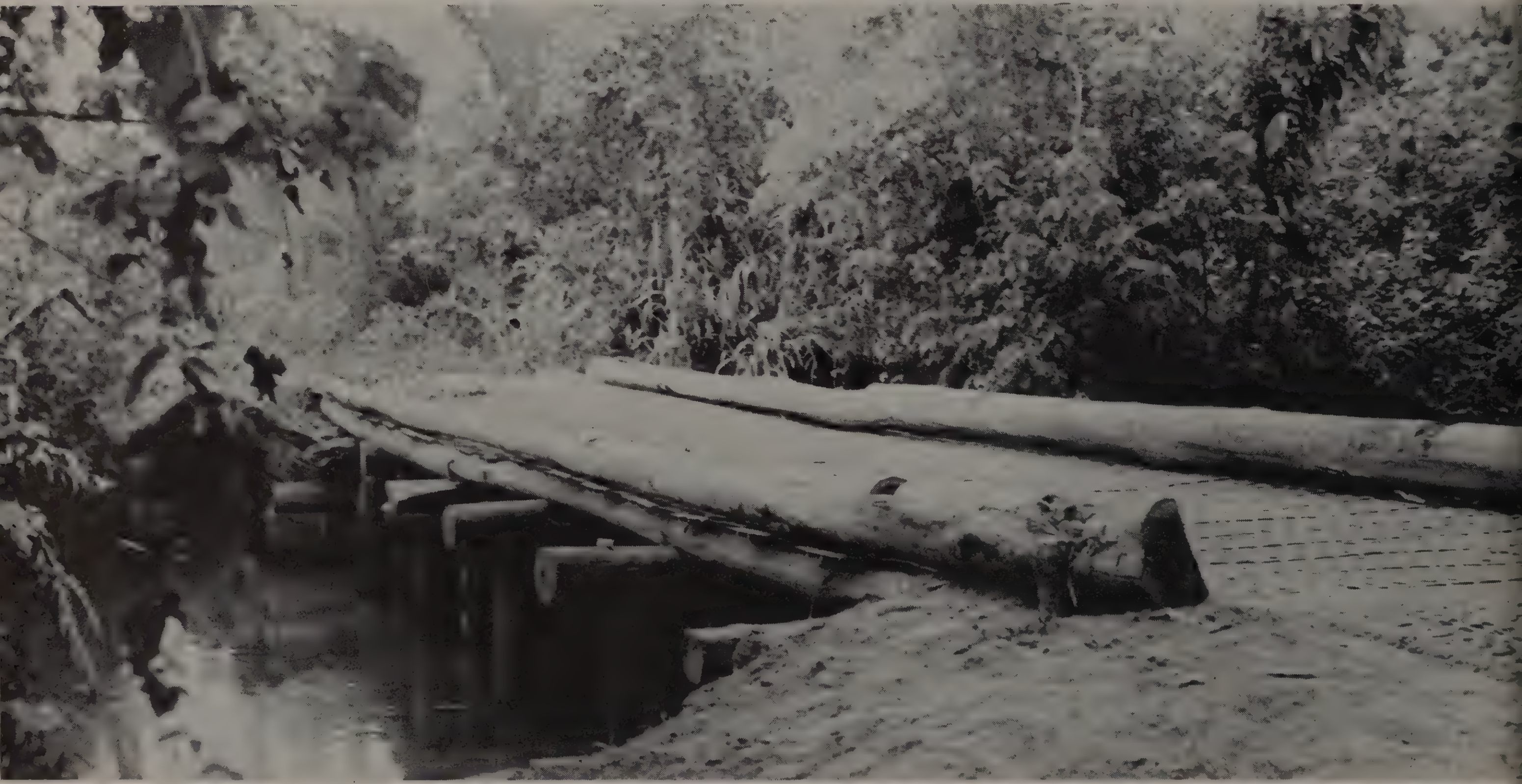
SANANANDA BRIDGES

AFTER we were in New Guinea a month or so, the powers-that-be decided, for some reason or other, that it would be desirable to make the Sananda Trail over into a road. The job fell to Company "C." It was a difficult job in many ways, most of which revolved about the fact that the trail, throughout its entire length, ran through dense, tangled jungle, and had to be changed from a muddy, slippery, foot trail into a road that would be dry enough and solid enough to carry any kind of Army trucks in any kind of weather. The jungle had to be cut away to clear a right-of-way for the road and to provide room for the drainage ditches. The ground was level, and received many heavy rains, so drainage was a real problem. The rains and the level ground of the coastal plain combined to make another tough problem for Company "C" —innumerable small streams that became raging torrents with every rain, and had to be bridged heavily and solidly to prevent washouts. The only material available was logs from trees that could be felled in the surrounding jungle. This in itself was no snap, for the trees usually hung on neighboring trees or on the heavy undergrowth, making it very difficult to top and trim the logs before snaking them out to the bridge site.



CORDUROY BRIDGE APPROACH

Many parts of the Sananandra Trail had to be surfaced with corduroy, particularly at bridge approaches. Here split logs and slabs left over from squaring-off timber are being used for this purpose.



COMPLETED BRIDGE

This bridge is typical of those built by Company "C" on Sananandra Trail. The entire structure is native logs. In order to provide a smooth road surface, airplane landing mat, which was plentiful, was used.

THE ROAD GRADER'S JOB NEVER ENDED

NATIVE LABORERS WERE A HELP

Before the arrival of American Troops, Australians had trained natives as laborers. The native foreman's cry of "Haba Haba" to his men (literal interpretation "get the lead out") was a familiar sound in New Guinea.

MOVING THRU SANGARA MISSION

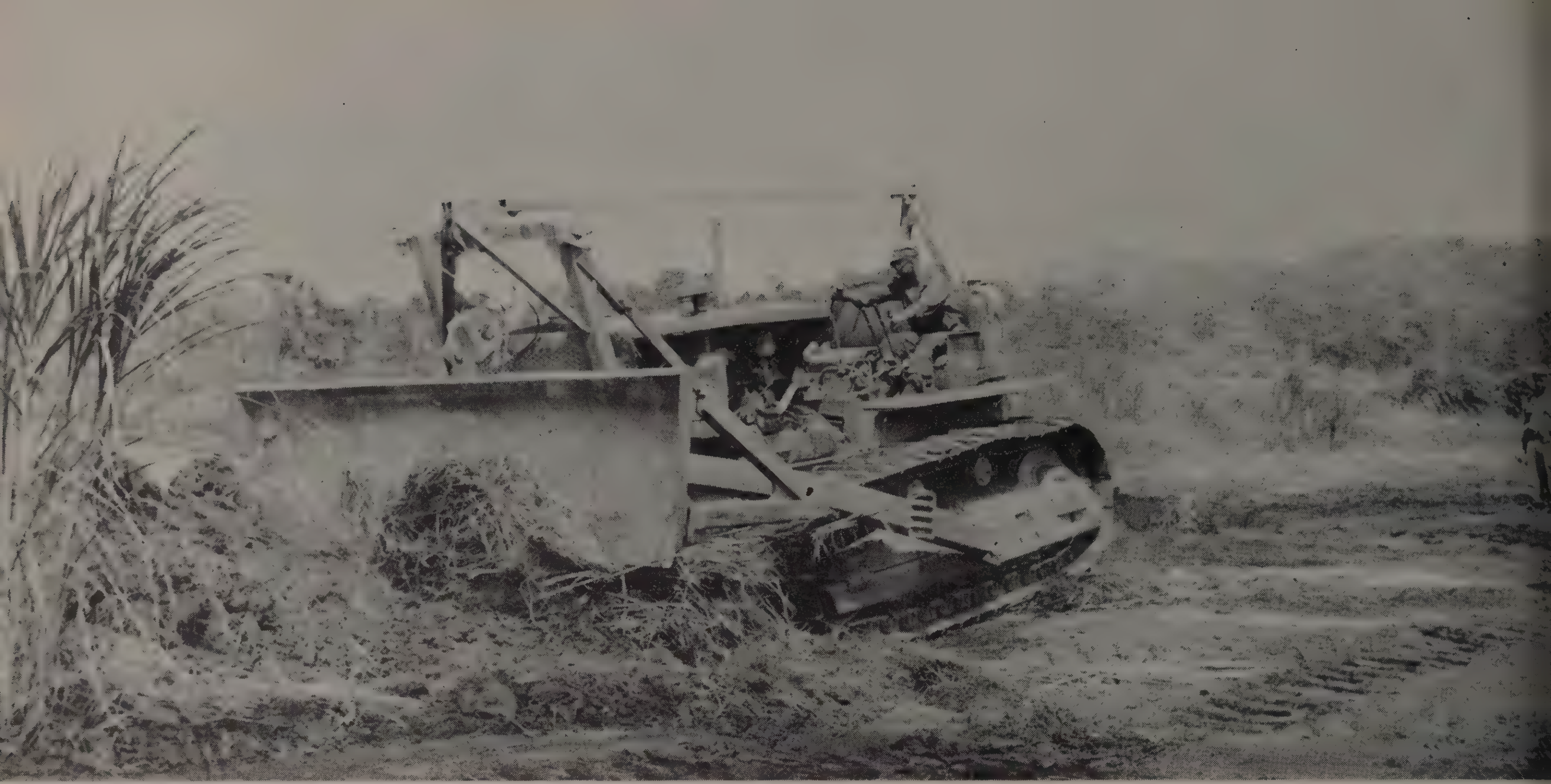
Just as at home people always assemble to watch any kind of engineering work, so did the New Guinea natives. Movement of engineer heavy equipment thru native villages was their equivalent of a parade.

UPPER SAMBOGA RIVER BRIDGE

Company "A" built a new bridge over the Samboga River after the old one was washed out by a flash flood. This bridge too was washed out in the same way shortly before we left New Guinea.

PILE BRIDGE NEARING COMPLETION

One of our most useful pieces of equipment was the power shovel, which had attachments for conversion to crane, dragline, and pile driver, and is shown at work here on the Upper Samboga Bridge.

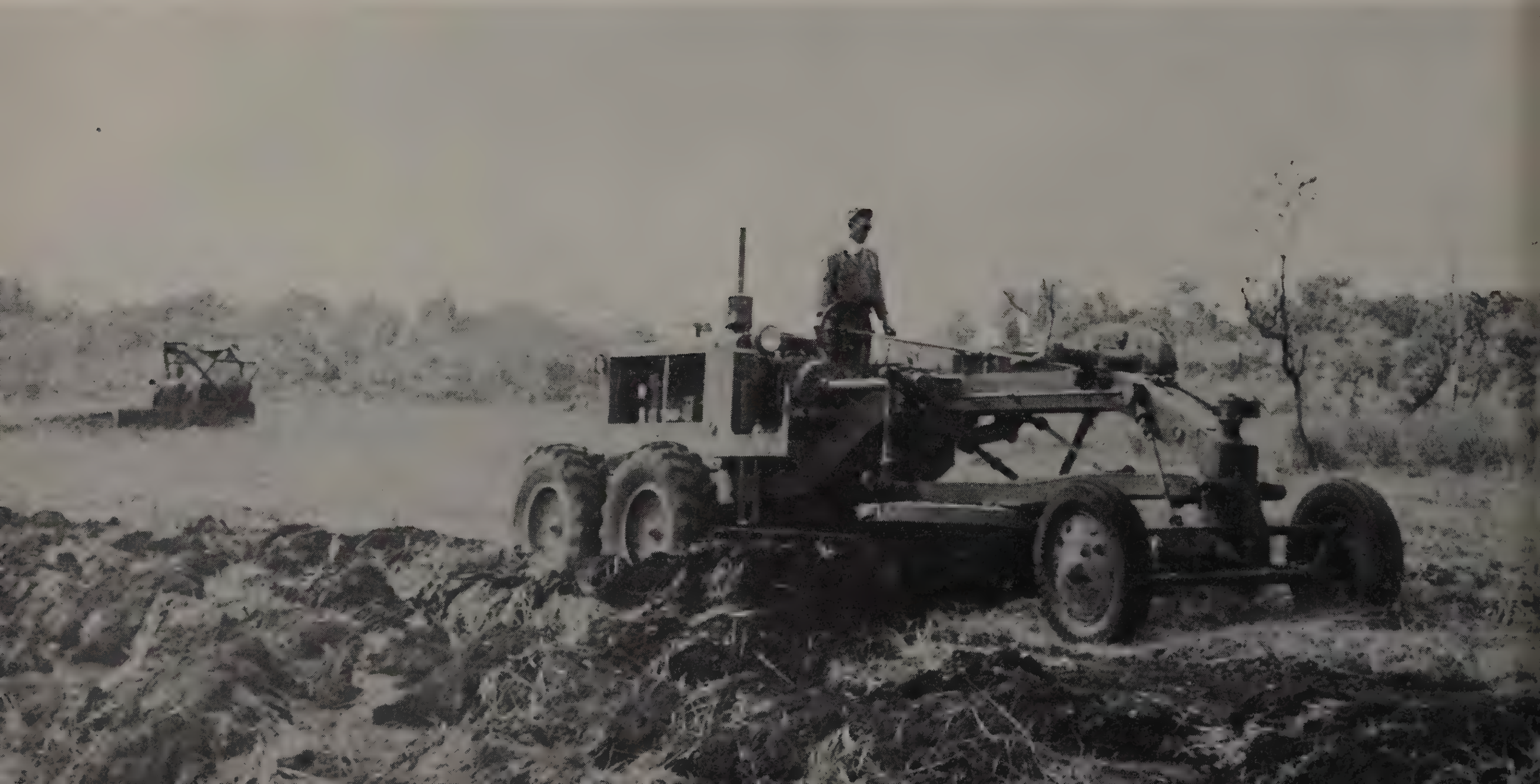


D-8 CLEARING INFANTRY AREA

THE camp area assigned to the division upon our arrival at Oro Bay had been planned to accommodate about ten thousand troops, which meant that additional facilities had to be provided for a full regiment of infantry. A site several miles distant from the existing area was decided upon as the most suitable and our first engineer job in New Guinea was begun.

Kunai grass stood head-high on the area and the clearing of this tough, tangled growth was a formidable task. The ground had been fought over and the danger to equipment and operators from duds and land mines was a constant hazard.

ROAD GRADER AT WORK IN THE SAME AREA



ENGINEER CONSTRUCTION - NEW GUINEA

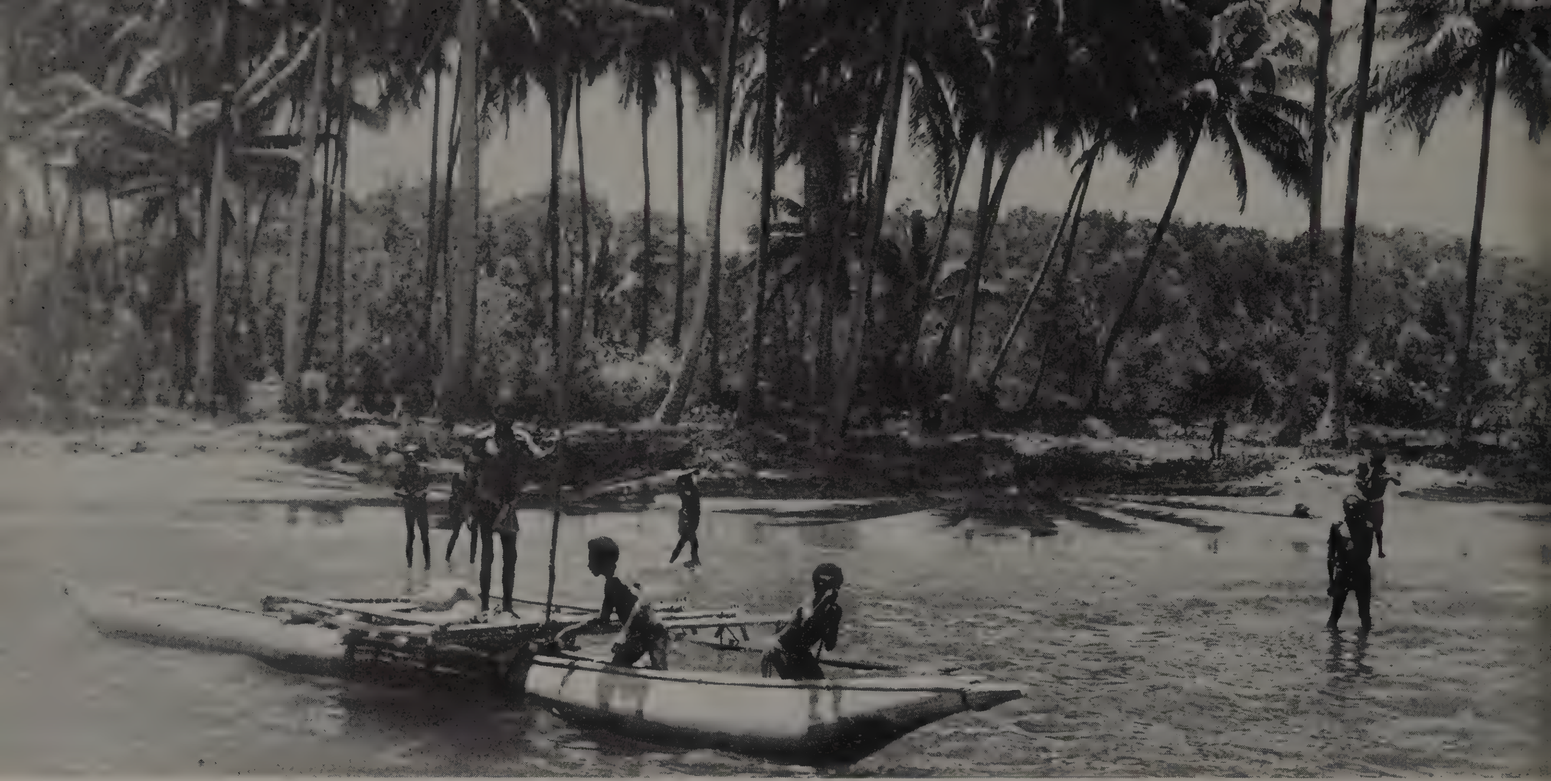
BY the time we arrived in New Guinea in July of 1944, Oro Bay had become an immense supply base and staging point for troops moving north to the battle zones. Our first task had been the construction of a division camp and the maintenance of roads in the surrounding area which were lined with ammunition dumps and carried continuous heavy traffic. It was this region, the sweltering coastal plain to the north of Oro Bay, that had witnessed one of the decisive battles of the Pacific War. Here in December 1942 a combined Australian-American force had fought their way down the Owen Stanley Mountains over jungle trails to drive the Jap into the sea at Buna ending the threat to Port Moresby, our last foothold on the entire island.

We had begun construction on a site about fifteen miles below the destroyed mission villages of Buna and Gona and had cleared a considerable area when a change of plans shunted us into an area that had been occupied by the "Dixie" Division. Rehabilitation of the camp required a great deal of engineer work with the result that the entire battalion was put on a seven-day-week working schedule. With the completion of the unit areas we embarked on a training program which consisted of improving the Sananada Trail and the Higatura Road, which were little more than jungle trails, but provided communication with the mountain country where scattered plantations and military posts and a few emergency airfields were located. This undertaking was to occupy the battalion until we departed for Leyte.

Natives of New Guinea

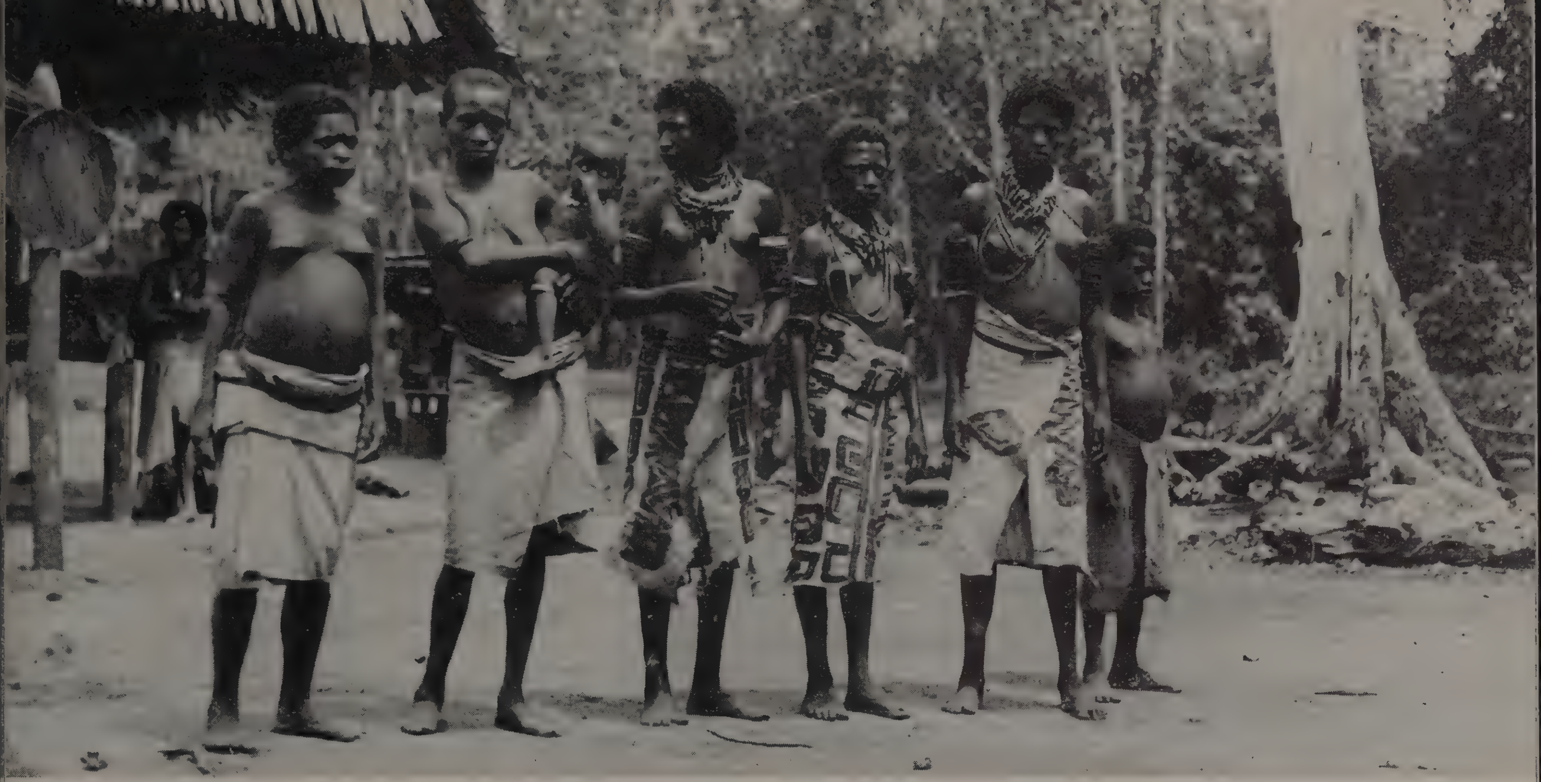
NEW GUINEA

SOUTH SEA ISLAND BEAUTIES, SANGARA MISSION

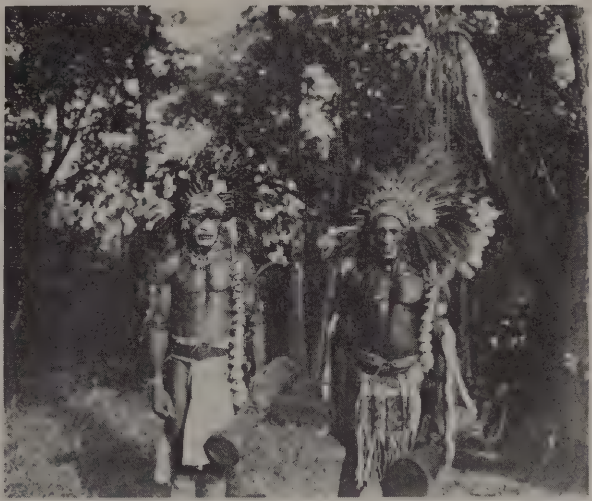


NATIVE CANOE ON SAMBOGA RIVER NEAR DOBODURA

THE natives we met in New Guinea were a very friendly people despite their ferocious appearance in ceremonial war paint. Quite a few had learned our language in mission schools and many a GI was surprised after laboriously asking directions in pidgin English to be answered in excellent English. They were not a tall race, but their wiry bodies concealed great strength. They could carry tremendous loads suspended from their heads and walk for miles thus burdened. The Australians had taught the native boys and men soccer which corresponds to our game of football. It was amazing to watch the players kick the ball great distances with their bare toes. The games were played with a very sportsmanlike attitude and in addition to cheering each other the teams even cheered the referee. Many of the matches were played continuously for as long as eight hours.



LADIES OF THE NEARBY ANGAU CAMP



THE native costume for men and women alike consisted of a skirt-like covering known as a Lap-Lap. The material was woven from bark and dyed with brilliantly colored designs. Beads and arm bands made of metal, shells and skins were worn by everyone. The younger children and babies were quite shy and would hide their nakedness behind their mothers' skirts. Periodically the natives held dances known as "Sing Sings." For these ceremonies everyone would bedeck themselves in their brightest costumes and paint would be lavishly applied to their faces and bodies. The dances would consist of separate groups of men, men and women, boys, girls, boys and girls. Even the kids had their own circle of dancers. The native villages consisted of crude stilted huts and were overrun by naked kids, dogs, pigs and smells.

ON TO THE PHILIPPINES

FOUR days after we arrived at Milne Bay in early July, the assault on Noemfoor had been launched in northwest New Guinea by Sixth Army troops, Biak was secure, and it was plain that the final drive to clear the island was under way. There followed quickly the landing at Sansapor, and in September in Morotai; nothing but open water separated our forces from Mindanao. Simultaneously, Marines and army troops of the Central Pacific Command had wrested Angaur and Pelelieu from the Japs in bitter fighting, and they too stood poised on the flank of the coveted goal; the Philippines.

Finally, on October 20, the long-awaited blow was struck. Not at Mindanao or Luzon, as had been anticipated, but at the then unfamiliar island of Leyte; the invasion of the Philippines had begun. It had been three and a half years since General MacArthur had made his ringing avowal, in distant Melbourne, to return to the Philippines at the head of a conquering army.

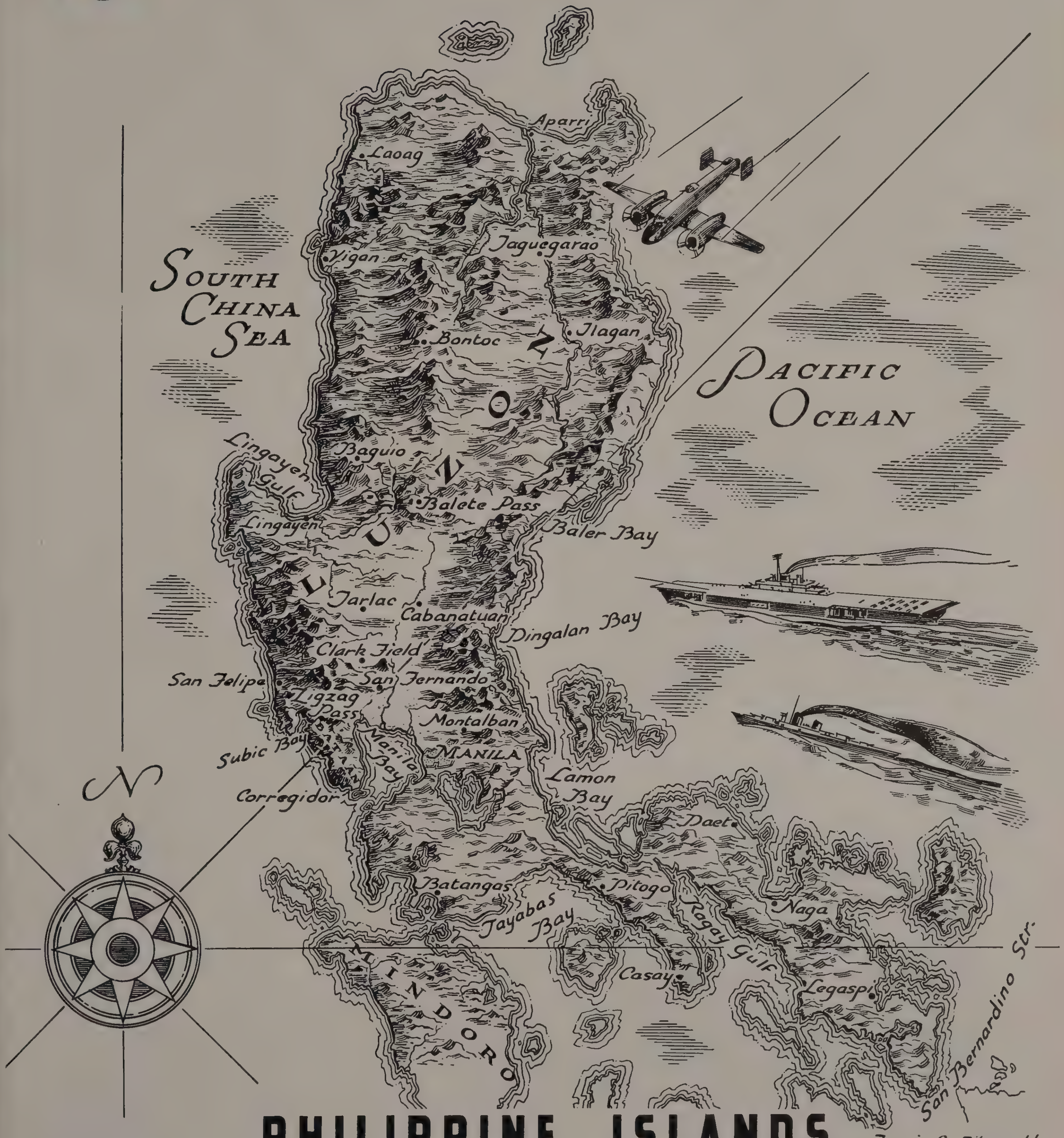
During November, four divisions of our troops struck viciously at the Jap hordes which poured into the island in an attempt to annihilate the invading U. S. forces, but in the decisive struggle for the Ormoc Corridor the vaunted first-line, imperial Japanese troops were cut to pieces, and routed, in this first disastrous test of strength by their massed land forces. On top of the enormous and humiliating naval losses of the Second Battle of the Philippine Sea, it was clear, to even the most myopic Jap, that the boundaries of the stolen Nippon Empire were shrinking at an alarming rate.

The month of November saw our final preparations for movement to the Philippines; the loading of our transports was nearly complete. The supply, alone, of a combat division is a task of huge proportions, and when it is undertaken in a staging area half-way around the world the enormous stores of equipment it requires to wage war can be grasped. For piled up here on the beaches, in a seemingly endless multiplication of rows and tiers and stacks could be found the sheer massed weight that it takes to crush a given number of the enemy. Our engineer supply for the planned operation consisted of 400 tons of assault and pioneer equipment; 140 tons of 30-day engineer supplies; a complete unit of Bailey Bridge which weighed 89 tons. All of this equipment had to be drawn from base dumps and distributed among the three regimental combat teams, an involved sorting-out process that was weeks in the doing.

Finally, the loading of the transports, with all of the complications of type and capacity of vessels, the disposition of loads, and the allocation of units was completed, and the division was afloat and enroute to the Philippines; the near seven hundred members of the engineer battalion spread among a half-dozen transports, complete with personal equipment, weapons, and upwards of a hundred vehicles and pieces of heavy equipment; yet one Jap submarine could cancel this formidable group of "hairy ears" with a few well-directed torpedoes.

With the landing on Leyte of the 149th RCT, including Company "A", 113th Engineers, on December 6; the 151st and the 152nd RCT, on December 14, with Companies "B" and "C"; and the balance of the division troops, on January 7, the 38th Division had joined the powerful attacking force that had been assembled on Leyte for the final and crowning operation of the Southwest Pacific War: the seizure of Luzon, and the returning to Bataan and Corregidor.

113TH ENGINEER COMBAT BATTALION



PHILIPPINE ISLANDS

Francis E. Fitzgerald

NEW YEAR'S EVE ON THE HIGH SEAS

S. S. FRANCIS WILSON

THE SS Francis Wilson, which carried Headquarters and Service Company and the Medical Detachment from New Guinea to Leyte is a standard oil-burning Liberty cargo ship. Manned by a merchant crew under Capt. C. W. Harris, she was built in December 1943 in a West Coast Kaiser yard. We were her first passengers, so all troop facilities had to be installed before departure from Oro Bay. Sleeping quarters were on B deck, just beneath the main deck, with folding canvas cots end-to-end and side-by-side for bunks. Stairways from each hold to the main deck had to be built, showers (salt water, of course) and sanitary facilities erected on deck. The crew generously offered to share their quarters (hotel luxury in the eyes of the passengers) with as many troops as could be crowded into them, but the troop commander declined this offer to avoid the difficulty of choosing those fortunate few. Chow, regular rations, was prepared in the kitchen truck blocked up on No. 2 hatch. Beside it was our mobile refrigerator, and nearby, on the deck, a trailer-mounted generator providing power for the "reefer." Despite these seemingly makeshift arrangements, everyone agreed it was much more pleasant eating cooked and fried food on the open deck of a freighter than eating steamed food in the wringing wet air of the odoriferous mess halls on the two previous voyages.

BATTALION COMMAND POST, JARO

LEYTE, P. I.

LEYTE turned out to be one gigantic mass of mud, mud, and more mud—three thousand square miles of it—virtually all of it stacked on top of itself. The division's primary mission on Leyte was to stage for a landing at Vigan, about a hundred miles north of Lingayen Gulf. However, fighting was still in full progress on Leyte when we arrived and the convoy in which Company A arrived on December 6th was attacked by Jap planes all of the last day out. One ship was sunk and another hit, with serious loss of lives and equipment. A few days later, the Japs dropped two companies of parachutists on Dulag airfield, and the 149th Infantry, to which Company A was attached, sent two battalions to clean out these Japs. Meanwhile, Company A was thrown into the battle to keep the few existing roads open to traffic and to build new roads to the units fighting up the west coast. By the end of their stay on Leyte, they had virtually rebuilt the road across the island from Abuyog to Baybay. B and C companies reached Leyte on December 4th, and were also immediately launched into the road melee, B in the vicinity of Alangalang and Jaro, and C between Dulag and Palo. All three companies were seriously hampered by lack of equipment, since all the heavy equipment except one D-6 with each company was left in New Guinea with H&S. By the time H&S, delayed two weeks by a mix-up in shipping, arrived on January 7th, orders had already been received to begin preparations for the Vigan landing. Then on January 14th, that was cancelled, and we received orders to prepare to land at San Narciso January 29th. In spite of the mad, hurried scramble that resulted from the extremely little time we had to change all plans and arrangements, we loaded on schedule, and pulled out January 25th and 26th, leaving some equipment, a rear echelon composed of guards for the equipment, and the personnel section who were to handle the administrative work from there during the first part of the operation on Luzon.

APPROACHING RED BEACH ON "B" DAY

LST'S OFF LUZON - "B" DAY, "H" HOUR

THE convoy carrying the 38th Division troops and the attached regimental combat team was in position off the landing beaches at daybreak on January 29. From offshore, the long sweep of the Zambales Mountains could be made out as it rose over the rolling coastal plain, and we knew that the Jap airdrome at San Marcelino lay at the foot of the range.

When the naval bombardment didn't materialize units began to debark in orderly fashion and by nightfall upwards of 16,000 troops had gone ashore. Striking inland, the 149th Infantry had seized the airdrome by nightfall in the face of negligible opposition, and our initial objective had been attained

Some difficulty was experienced in beaching the LST's because of shallow water, but after several runs at the shoreline the big, cumbersome vessels were made fast and the ramps dropped directly on dry land. Outside of some congestion at the beach exits the unloading proceeded without difficulty.

BATTALION CP DURING THE BATTLE FOR ZIG-ZAG

BATTLE FOR ZIG-ZAG PASS

ACROSS northern Bataan, from Olongapo, runs a highway which crosses the Zambales Mountains to Dinalupihan on the east; the first six miles of its course over tidal flats and through foothills, then a tortuously winding ascent through an upheaved and densely forested corridor known as Zig-Zag Pass.

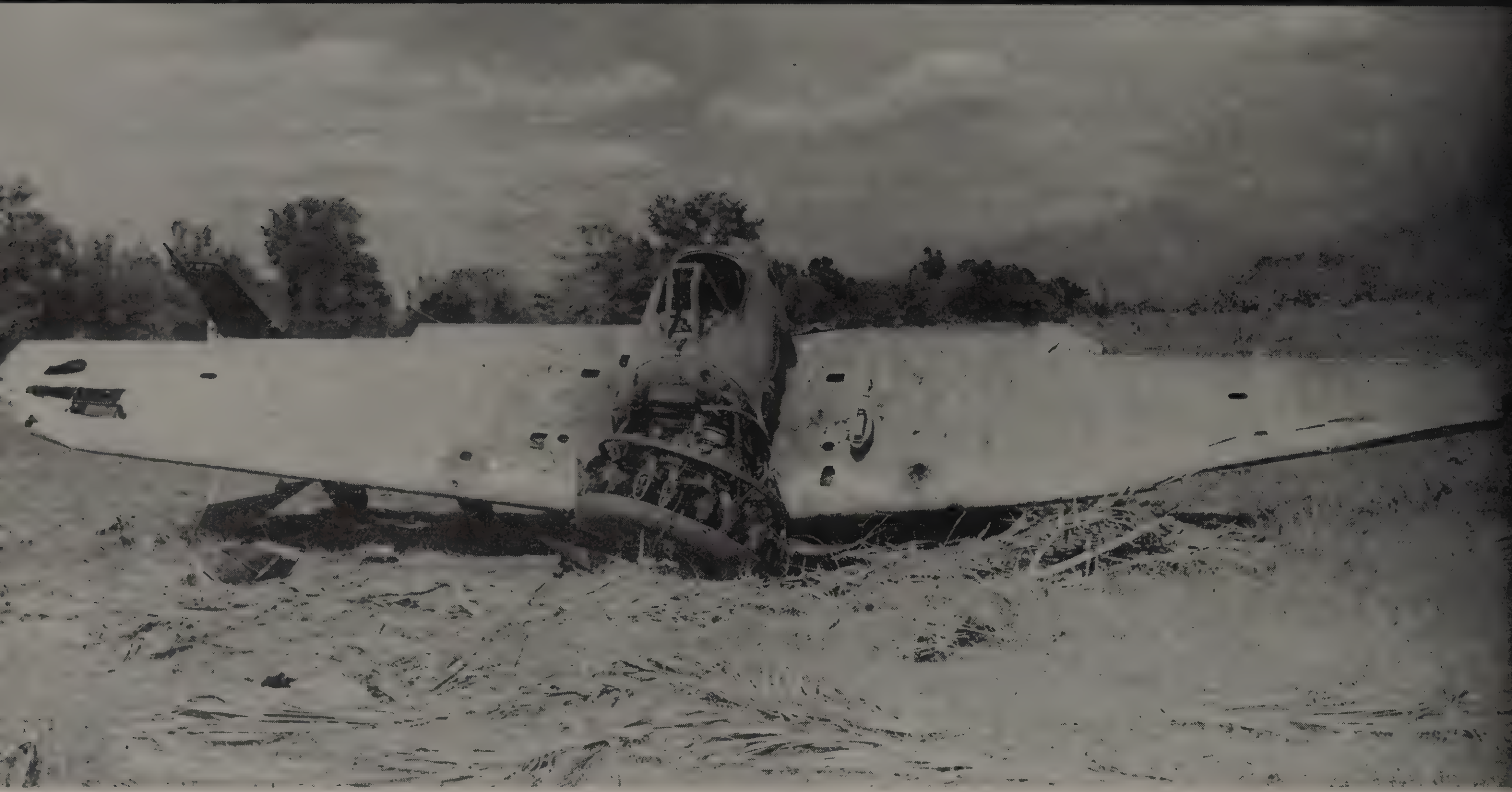
In our prewar plans for the defense of the Philippines, it was recognized that "Zig-Zag"—the key to northern Bataan—could be held for months by a small and determined force. It was here, in a deep belt of fortifications astride the highway, that the Jap troops who opposed us were to make their stand.

From Alongapo, on the morning of February 1, under a heavy artillery preparation, the 152nd Infantry launched the drive on "Zig-Zag." Engineer demolition teams from Company C were with the forward assault troops, for it was anticipated that the Jap would have to be pried from his honeycomb of underground defenses. The fighting soon developed into violent close combat in the impenetrable bamboo thickets and the shadowy clumped growth, hung with vines and creepers, which pressed in on every side.

The attack bogged down on February 4, after we had sustained heavy casualties and the leading elements were unable to advance against the massed and interlocking enemy fires. To cope with what was plainly a formidable enemy occupying virtually impregnable positions, our plan of attack was modified by sending the entire 149th Regiment on a wide encircling march to the north over mountain trails in an attempt to find a way over the backbone of the mountain range to fall on the rear of the enemy. Accompanying them was one platoon of Company A, back-packing pioneer engineer equipment and a large supply of demolitions.

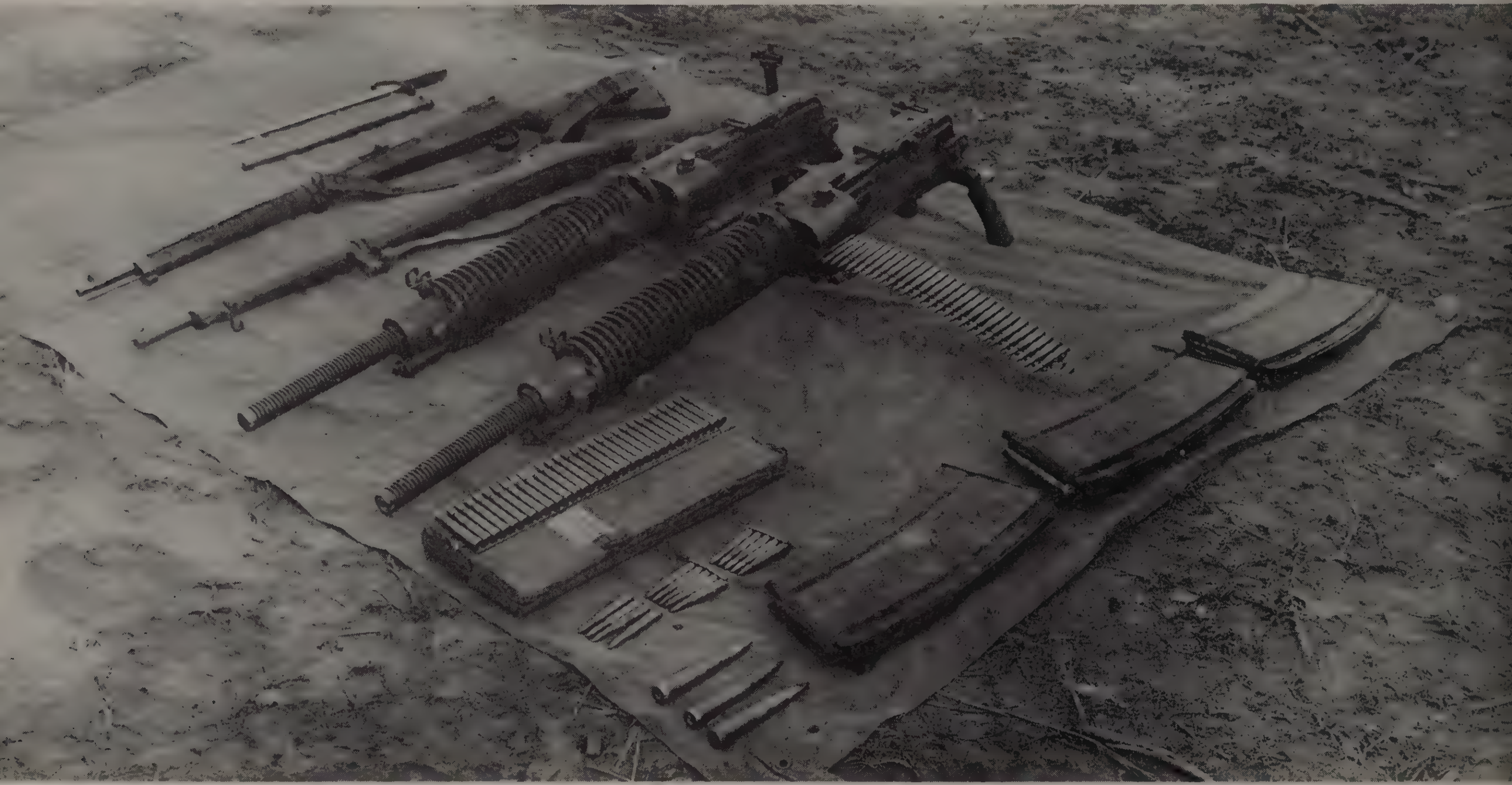
At this point the fighting in the Pass had become a grimly ranging search for some fissure in the wall of Jap defenses which could be exploited, but the stiffest resistance was encountered on every side. The three engineer companies continued their close support of the infantry—our demolition teams were expending five tons of explosives daily in sealing caves and emplacements; and labored to clear the stretch of highway which we had overrun. It had been heavily shelled and partly blocked by huge trees felled by the Japs, which necessitated our bulldozers working well forward under constant small arms and mortar fire.

On the 14th of February, after a week of thunderous shelling by our heavy artillery, after sustained dive-bombing and strafing attacks, our infantry closed on the remnant of the Jap force from both west and east, for our decisive encircling maneuver had brought a full regiment to bear on the rear of the enemy, cutting off his escape. The supposedly impregnable Zig-Zag Pass had been forced in fourteen days by the driving "Cyclone" troops.



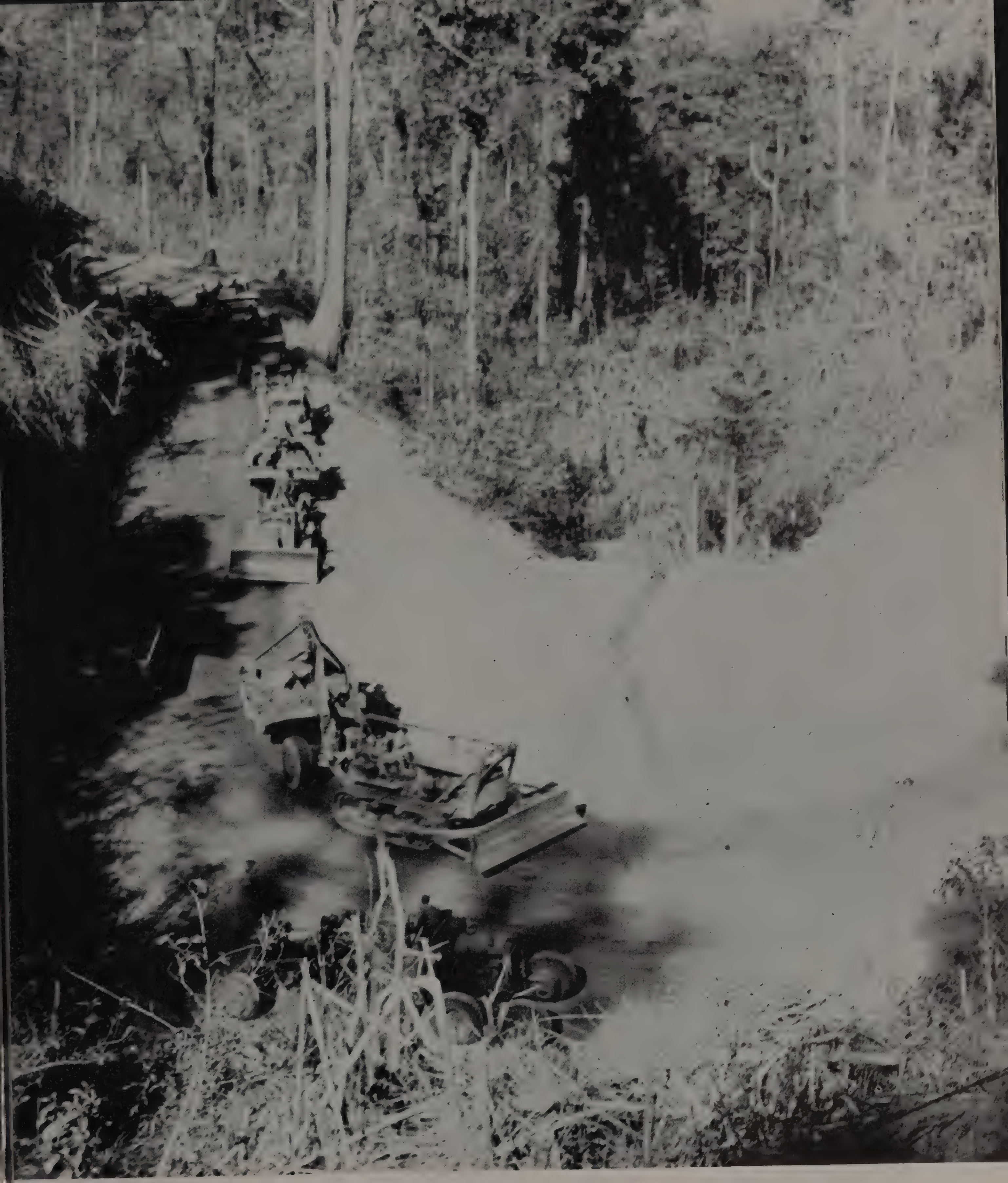
HANDIWORK OF OUR AIR FORCE

A most heartening sight to us was the wrecked Zeros in the vicinity of Clark Field. Our bombers did a complete job of preventing these planes from taking off and causing trouble for our forces landing on Luzon.



JAP WEAPONS TAKEN IN ZIG-ZAG

These captured small arms will no longer harass our men in their advances. The Japs handled these weapons very effectively until they were knocked out. Such weapons are typical of the small arms used by the enemy.



ENGINEER CONVOY MOVES THROUGH ZIG-ZAG PASS

JAPANESE MACHINE GUN EMPLACEMENT

The Japs were past masters at the art of camouflage and concealment as this position well indicates. Such positions had to be cleaned out one by one to allow our forces to continue the advance.

JAPANESE TRENCH SYSTEM

The terrain in Zig Zag afforded the enemy every opportunity to indulge in their favorite type of dug-in warfare. Many of these positions were extremely well planned and proved vulnerable only to assault demolition parties.

JUNGLE CLEARED BY ARTILLERY

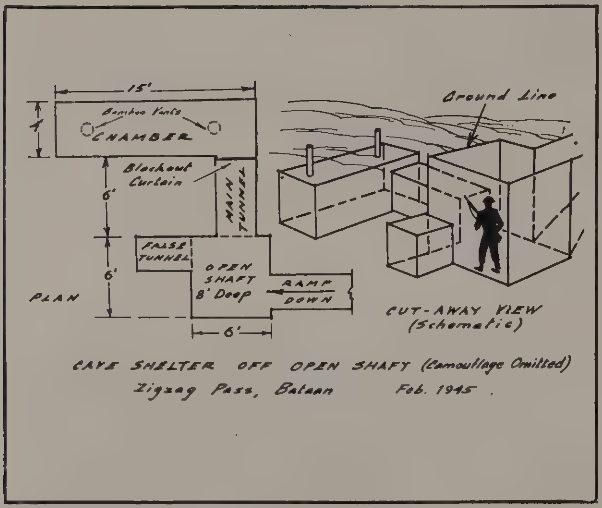
"Japs good Jungle Fighter, Australians Very Good, Americans no jungle fighters, they move jungle." These words by a Jap prisoner of war indicates as does this photo how American artillery helps to remove dense natural camouflage.

JAP STRONGPOINT AFTER SHELLING

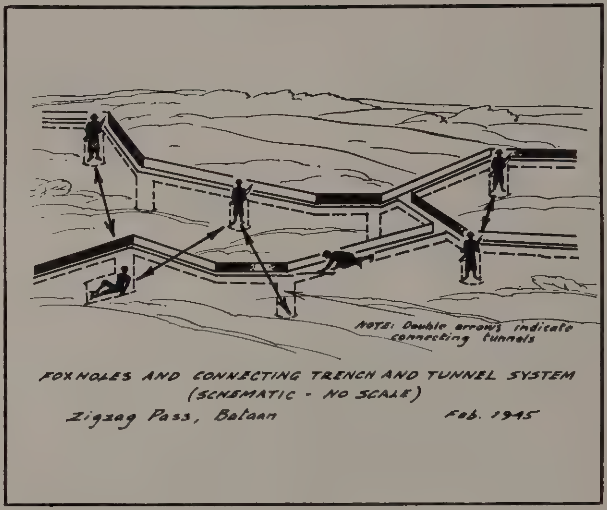
Since nature had endowed Zig Zag Pass with formidable natural fortifications, the artillery moved in and with the infantry they literally "cleared" the area of Japs and trees. Artillery made the infantry's job a little less difficult.

JAPANESE COMMAND POST

JAP FOXHOLES AND TRENCHES



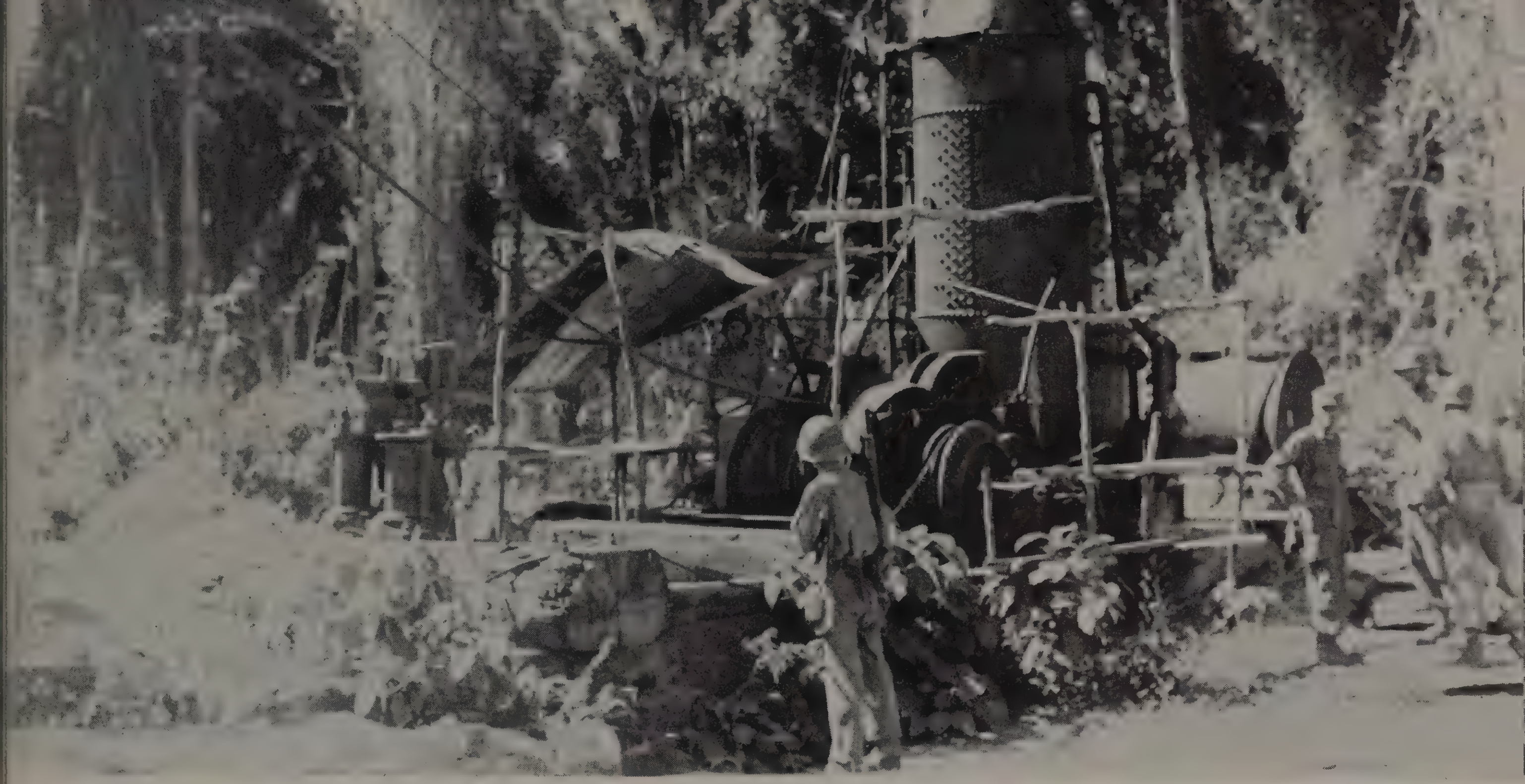
CAVE SHELTER OFF OPEN SHAFT (Camouflage Omitted)
Zigzag Pass, Bataan Feb. 1945.



FOXHOLES AND CONNECTING TRENCH AND TUNNEL SYSTEM
(SCHEMATIC - NO SCALE)
Zigzag Pass, Bataan Feb. 1945

JAP DEFENSES IN ZIG-ZAG PASS

GENERAL HALL, Corps Commander, as a member of the Philippine garrison in 1933, had stated that Zig-Zag could be defended against any number of troops by a small defensive force. The Japanese had over 3,000 troops of the crack Kwantung Army defending Zig-Zag and over two years to develop their defense. Each hill was organized as a self-supporting position with an all-around defense, and the fires of adjacent hills were interlocking. They also had many heavy mortars and artillery pieces excellently emplaced with ranges to key points predetermined and registered, so that very accurate fire was delivered instantly when movement was observed at these points. Holding the high ground, the Japs could watch all our movements easily. Steep cliffs on the north and impenetrable jungle on the south made flanking impossible, therefore no alternative existed to a direct frontal assault.



JAPANESE SAWMILL VICINITY ZIG-ZAG PASS

CAPTURED JAP LOGGING EQUIPMENT

THE fight for Zig-Zag Pass raged from hill to hill, along the twisting road and through the dense undergrowth. Progress was slow and costly, but the advance, though measured in yards, was steady. Visibility was very poor and the enemy, as always excellently camouflaged, could rarely be seen. Early in the battle we overran the Japanese sawmill area pictured above. The hills in this area were covered with excellent timber and some attempt had been made by the Japanese to carry on logging operations. Of interest was the huge steam winch used to snake the fallen logs down the hillsides. The Japs had a narrow gauge railroad running from this area to Olongapo from where the logs were towed to Manila Bay and used in the construction of inter-island barges. This logging area soon became known as Death Valley, as it was a favorite target for enemy artillery and mortar fire.

The road in the Pass had been mined, but not very effectively, as most of the mines were discovered and quickly disposed of. We were kept busy maintaining the road and bridges open right to the front lines and destroying Japanese defenses. The Japs did not die easily but fought fanatically and well, exacting the highest cost possible before dying. They made repeated attempts at infiltration, and succeeded in destroying four artillery liaison planes. Bridge repair had to be discontinued at night as Nip snipers were active. An attempt was made to destroy our explosives dump, but heroic action on the part of several men saved the dump and prevented the explosion of tons of high explosives. If the dump had been blown there would certainly have been a heavy loss in lives and material. There were many well-constructed pillboxes and caves which had to be destroyed to prevent their re-use by the Japanese and tons of high explosives were used for this purpose. Many Japs were sealed in their caves by this means to perish slowly. Finally, on February 16, after two weeks of the bitterest imaginable fighting, the last of the defenders of the Pass was destroyed and the road to Bataan was open, courtesy of the 38th Division.

Bataan

PHILIPPINE IS.

THE WITHDRAWING JAPS' DEMOLITION WAS THOROUGH

ENGINEER ACTIVITIES ON BATAAN

THE narrow coastal plain which runs the length of Bataan on the east is highly cultivated and dotted with a succession of provincial towns which date from the Spanish settlement. A single highway links them, and is the only means of communication, for the remainder of Bataan is mountainous save for scattered pack trails and a twisting road which crosses the peninsula at its waist. It was down this road which threads the coastal plain that the greatly outnumbered American and Filipino troops fell back before the Jap forces in late December of 1941, anchoring their eastern flank successively on the river lines and the towns along the Bay—at Orani, Abucay, Balanga, Orion, Limay and Cabcaben—blasting bridges and roads and burning supply dumps which lit up the night skies like beacons as the dwindling battalions prepared to make their unforgettably defiant stand in the Mariveles Mountains. With the fall of Bataan on April 9, they were to occupy the island fortress of Corregidor, defending it against continuous attacks until the surrender of the garrison by General Wainwright on May 6, when resistance became futile.

Then, at the point of the bayonet, began the shockingly bestial "Death March of Bataan" by the half-starved and exhausted survivors, from Mariveles back up the coastal road over which they had fought but a few short months before; and many of them were to falter and die in the ditches along the roadside under the boots and the gun butts of their barbarous captors.

In the drive by 38th Division troops from Subic Bay through "Zig-Zag" and down the Dinalupihan-Mariveles highway they were retracing the route of the Jap and the agonizing march of the defenders of Bataan to the prison compounds at Camp O'Donnell and Cabanatuan. But it was a demoralized and badly-beaten handful who fled before the avenging "Cyclone" force which hunted them down with unabated enthusiasm in a relentless rat race with the brutes and the bullies of Bataan.

To the 113th Engineers fell the task of reconstructing the shattered bridges on the Dinalupihan-Mariveles road and clearing the wreckage of two campaigns, for the Jap had allowed the highway to fall into disrepair and only temporary structures bridged the numerous streams.

THE BRIDGE SHORTLY AFTER WE STARTED RECONSTRUCTION

SOUTH BALANGA BRIDGE

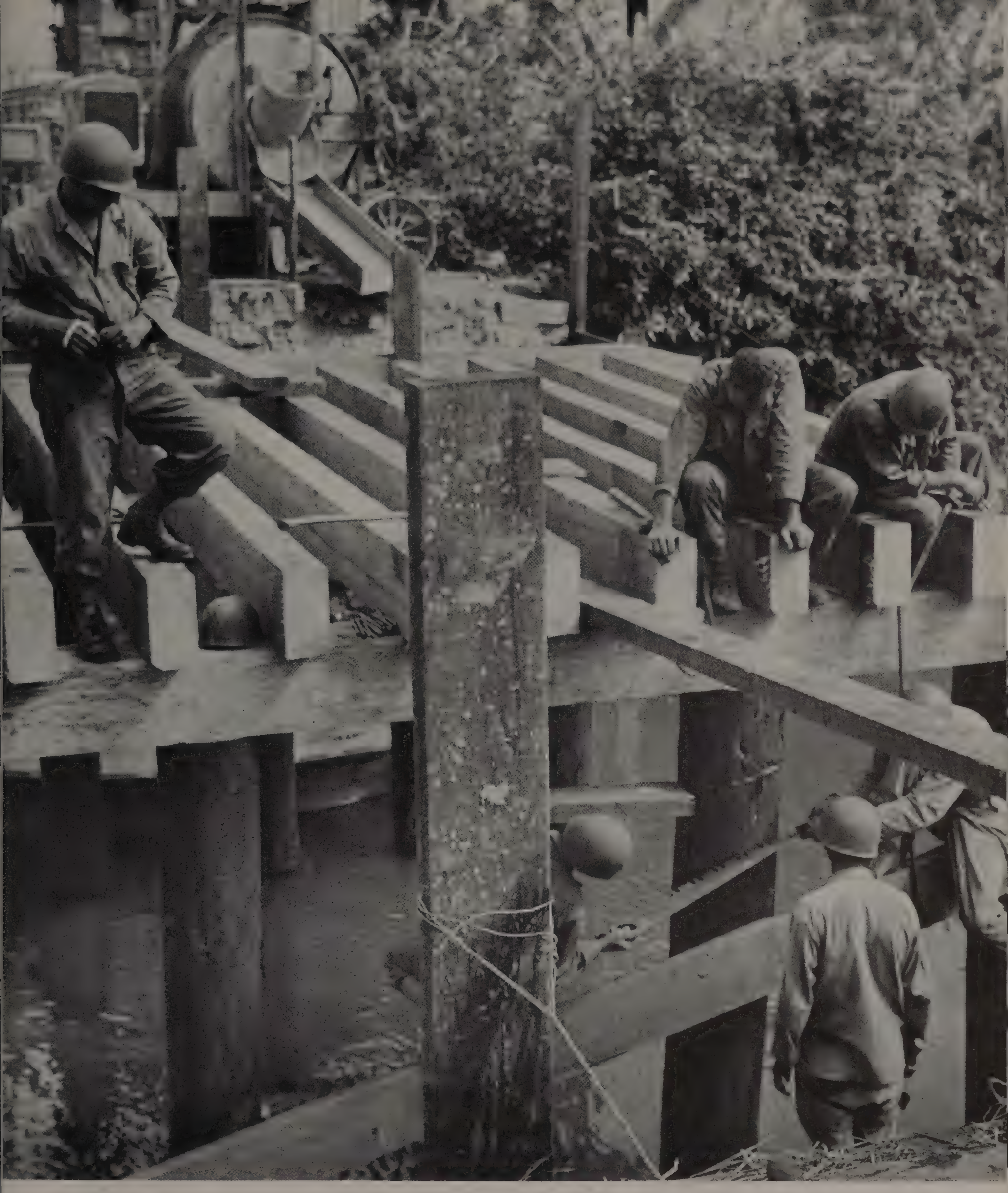
AT BALANGA, midway on the Dinalupihan-Mariveles highway, the wide Balanga River was bridged by a concrete span 300 feet in length. It had been partially destroyed by U. S. forces in the fighting of 1941—the two end sections had been dropped into the river, leaving the center section in place. It had been repaired by the Japanese, who replaced the damaged spans with wooden trestles that could carry minimum loads.

When we overran Balanga in February after the "Zig-Zag" battle, the bridge was found intact, but in a very weakened condition and still smoking from fires set either by guerrillas or the retreating Jap forces.

One hundred fifty feet of the original concrete span—the center section—was standing and was undamaged. At the northern end of the bridge it was decided to erect a 70-foot section of Bailey bridge as the abutment had not been blown. The south section was replaced with 90 feet of pile bridge. With the opening of the span to traffic the movement of supplies and equipment to Mariveles was greatly speeded, to the immediate advantage of the troops on Corregidor who were then engaged in the clearing of the last of the Bay defenses.

The use of the Bailey bridge at Balanga and at various other points during the operation, marked its first employment by the battalion. The fixed steel panel bridge, of English origin, had been used with great success in the European theater and was a much improved version of our own portable steel types. It can be used to span distances up to 180 feet, and is designed to carry all military loads. By adding extra panels, and extra story, or both, the strength of the main trusses can be increased to meet varying conditions of span and load. It is this feature that has made the "Bailey" one of the engineer triumphs of the war. The panel, the basic member of the bridge, weighs 600 pounds and can be carried by six men. One hundred twenty feet of "double-single" Bailey bridge, having a posted capacity of 16 tons, can be erected by 40 men in 2½ hours.

OPEN TO TRAFFIC



PILE BRIDGE NORTH OF BALANGA, BATAAN

ABUCAY BAILEY BRIDGE

DINALUPIHAN BAILEY

OLONGAPO PILE BRIDGE

SOUTH OLONGAPO BRIDGE

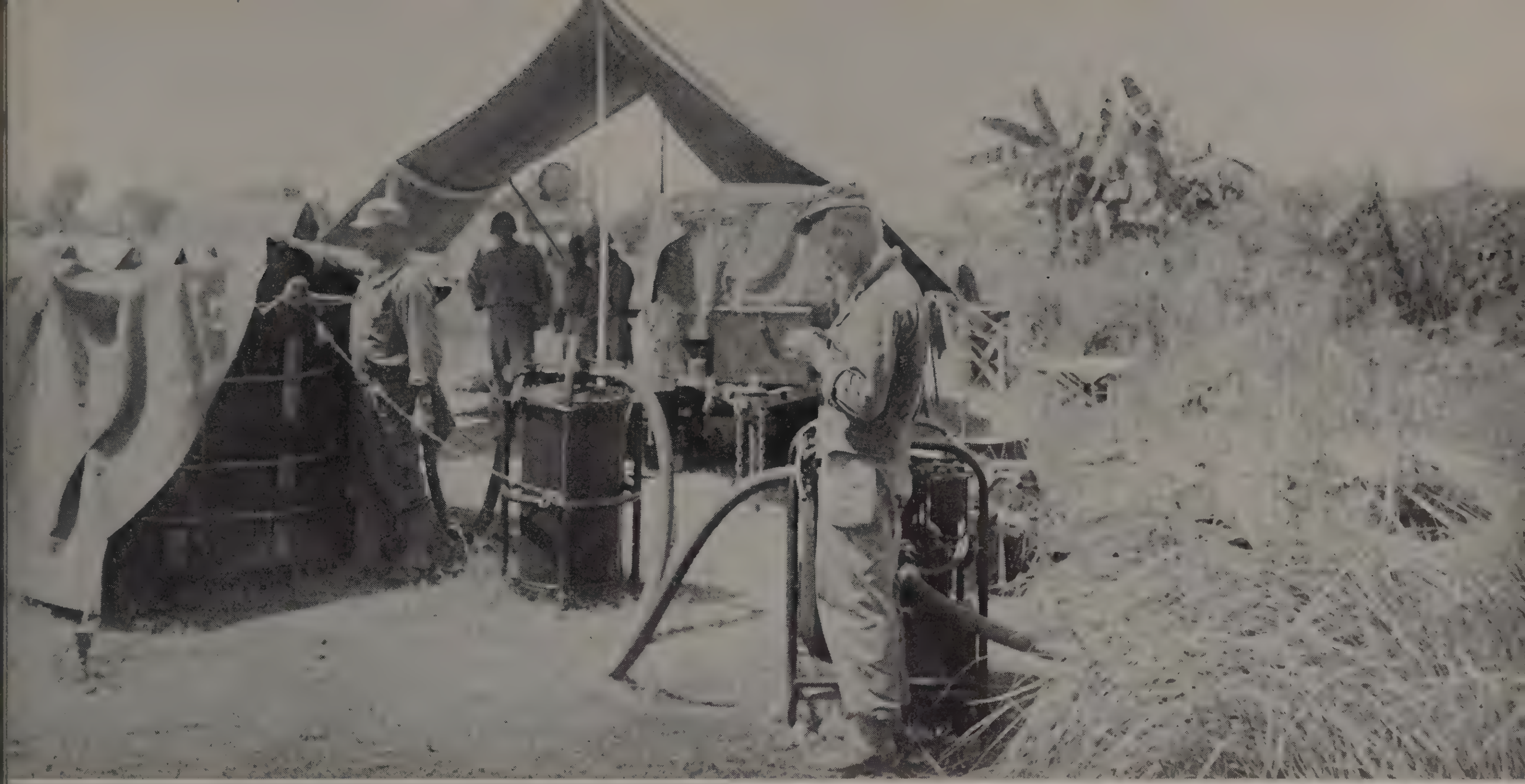
BRIDGES ON BATAAN

THE four bridges shown are of the varied types constructed by the battalion to replace those demolished by the Japanese, by the Filipino guerrillas, and our own air attacks. The Japanese forces on Bataan were crushed at Zig-Zag, and it remained but to clear the scattered groups which fell back into the mountains. With the landing at Mariveles our task was to open the Dinalupihan-Mariveles highway from which the mop-up was to be undertaken. Use of the quickly erected Bailey bridges greatly speeded the job, together with the construction of pile bridges at some locations.

The Abucay Bridge is a "Bailey" erected by Company A on the abutments of a destroyed concrete bridge. Bitter fighting raged at this river line in the withdrawal of 1941.

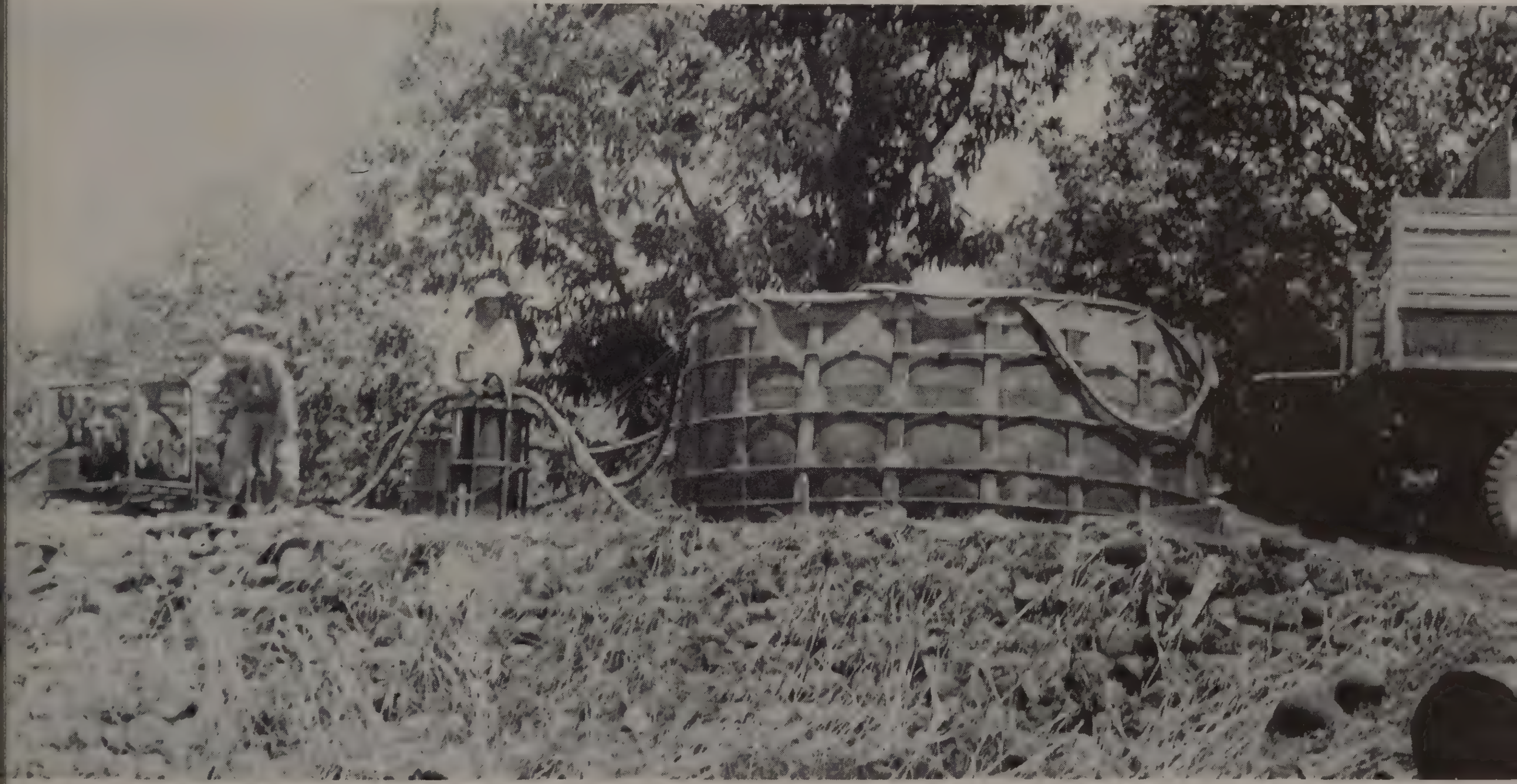
The Dinalupihan Bridge is likewise a "Bailey" constructed by Company C on the road from Olongapo which crosses Zig-Zag Pass. It was here that the 149th Infantry after a wide enveloping march to the north, turned back to trap the beleaguered Jap force in the Pass.

The Olongapo Bridge is a pile type, back of the old naval station on Subic Bay. It was over it and the South Bridge that the attack on Zig-Zag was mounted. Company B built and maintained them.



BALANGA WATER POINT

A portable water purification unit operated by H&S Company personnel which supplied troops during the fighting on lower Bataan. It was here in the mountainous terrain that our forces made their stand in 1942.



MARIVELES WATER POINT

To supply the troops on Corregidor where the water system had been destroyed, Company B set up a water point at nearby Mariveles on Bataan after an amphibious landing with the 151 RCT on February 15.

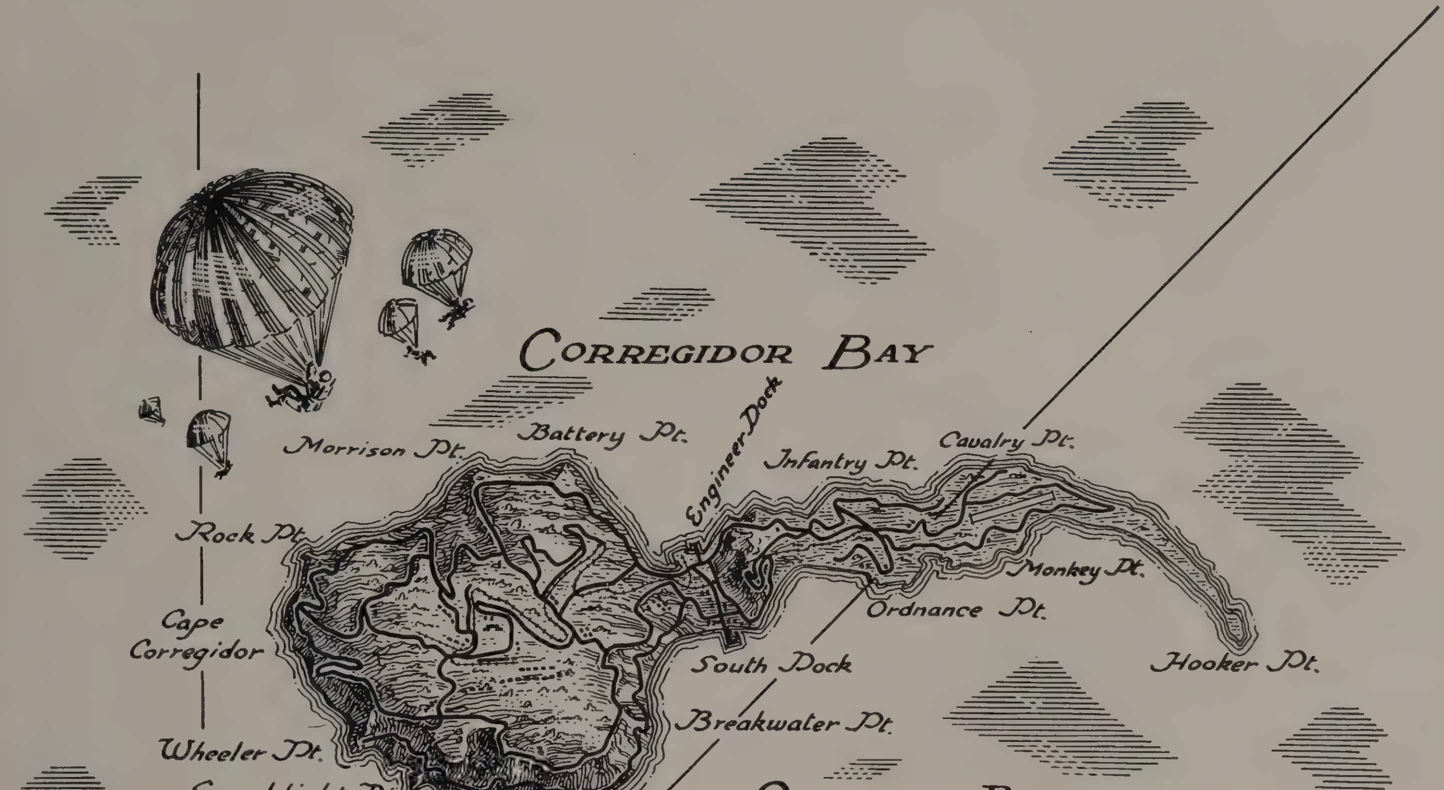
OPERATIONS ON CORREGIDOR

COMPANY B landed on Corregidor, D+5 with the mission of assisting the 503rd Parachute Regiment in annihilation of the island garrison force. It immediately undertook the clearing of wreckage, road construction, and the sealing of caves by mass demolitions. By this time the beaches were secure, so no difficulty was encountered in the landing of personnel and heavy equipment, though there was ample evidence of the violence of the initial assault. Not only the beaches and the adjacent areas, but seemingly the entire island was a shambles as the result of the sustained naval and aerial bombardment. Hanging over the island like a pall was the nauseating smell of the dead. Reinforced concrete buildings had been pounded to shapeless masses of rubble and every trace of vegetation had been stripped away revealing the bare hillsides. The desolate heaped-up masses of wreckage, strewn with a colorless flour of pulverized rock, the gashed and torn earth, gave the onlooker a sense of the fury and the pent-up hate that had been loosed on the island fortress that for three long years had stood for us a symbol of defeat. It seemed impossible that anything had survived the anger of the relentless attack, but sporadic fire from caves and burrows revealed the presence of the Jap hordes underground.

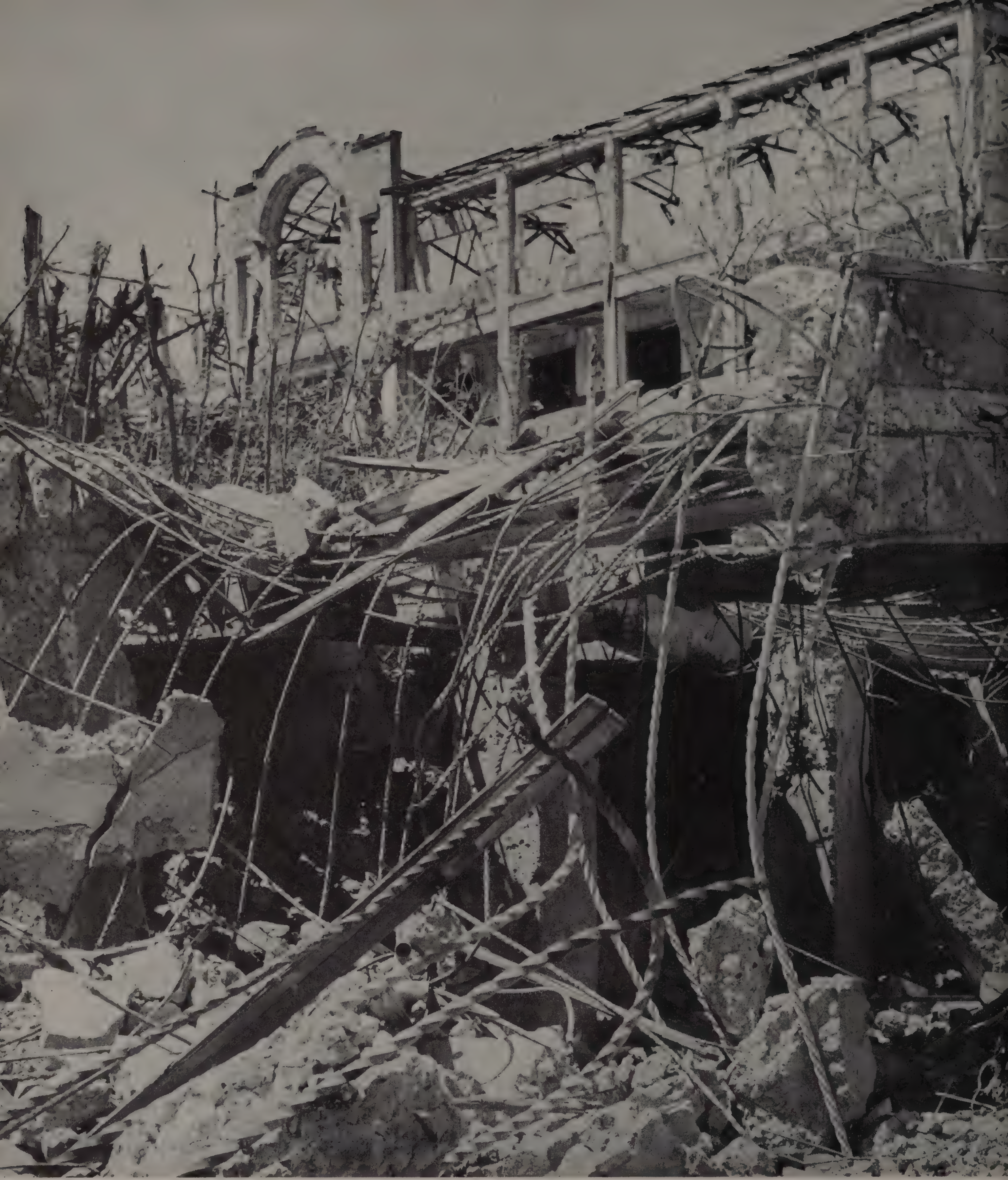
The roadway leading from the docks to "Topside" and the headquarters of 503rd Regiment was all but impassable and bulldozers were put to work at clearing and improving the essential line of communication. Malinta Hill at the narrow waist of the island had been taken, but the road which skirted its northeast side was still in Jap hands and a bar to the evacuation of wounded and the free movement of supplies except over Carbaus Hill. The clearing of this stretch of road by the dozers was a hazardous undertaking, for snipers were everywhere and poured a constant rain of fire on the luckless operators. Once however the ridge was gained little difficulty was encountered save the lifting of scattered mines and the rooting out of the remaining enemy.

Two tragic happenings during the time of our occupation were violent explosions touched off by trapped and suicidal Japs, the first of which was at Monkey Point during the battle for the airstrip and the long curling sand spit forming the landward tail of the island. Our troops had just reached the top of a small hill which rose over a deep concrete emplacement occupied by the enemy. A tank brought up to neutralize the position was firing directly into the entrance and had pumped but three shells into the emplacement when a shattering explosion rocked the area, hurling the tank into the air and inflicting severe casualties on the infantrymen deployed over the hill.

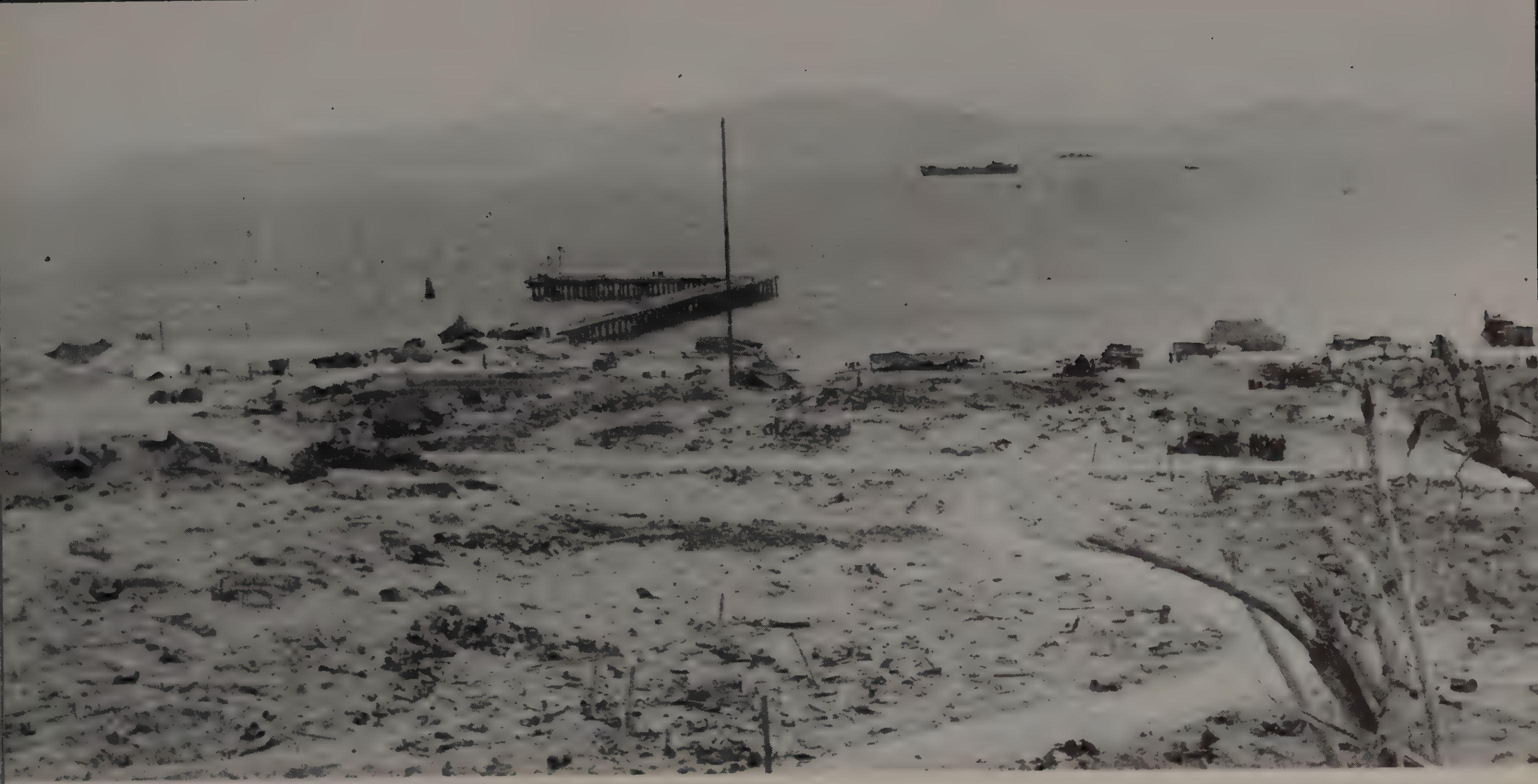
Several weeks later, with the island secure, a group of our own men was dispatched to Battery Point to seal an emplacement from which sniper fire had been directed at patrols. It was planned to flood the interior of the underground stronghold with a mixture of gasoline and diesel fuel and several barrels had been poured into the ventilator shafts when a violent explosion shook the island. An underground store of ammunition had apparently been set off by the trapped occupants, for the resulting crater was fully seventy-five yards across and sixty to seventy feet deep. It was a tragic occurrence and completely disheartening to all the members of the company, whose memory of Corregidor is one of bitterness and grievous loss. With the clearing of the island on April 19 the unit departed after having witnessed the raising of the colors by General MacArthur and a memorial service for the men who fell in the reconquest of Corregidor—one of the great military triumphs in our history.


Corregidor Bay
Morrison Pt.
Battery Pt.
Engineer Dock
Infantry Pt.
Cavalry Pt.
Rock Pt.
Monkey Pt.
Ordnance Pt.
Cape Corregidor
South Dock
Hooker Pt.
Breakwater Pt.
Wheeler Pt.
Searchlight Pt.
Caballo Bay
Geary Pt.
Caballo Island
South China Sea
Francis E. Fitzgerald

CORREGIDOR

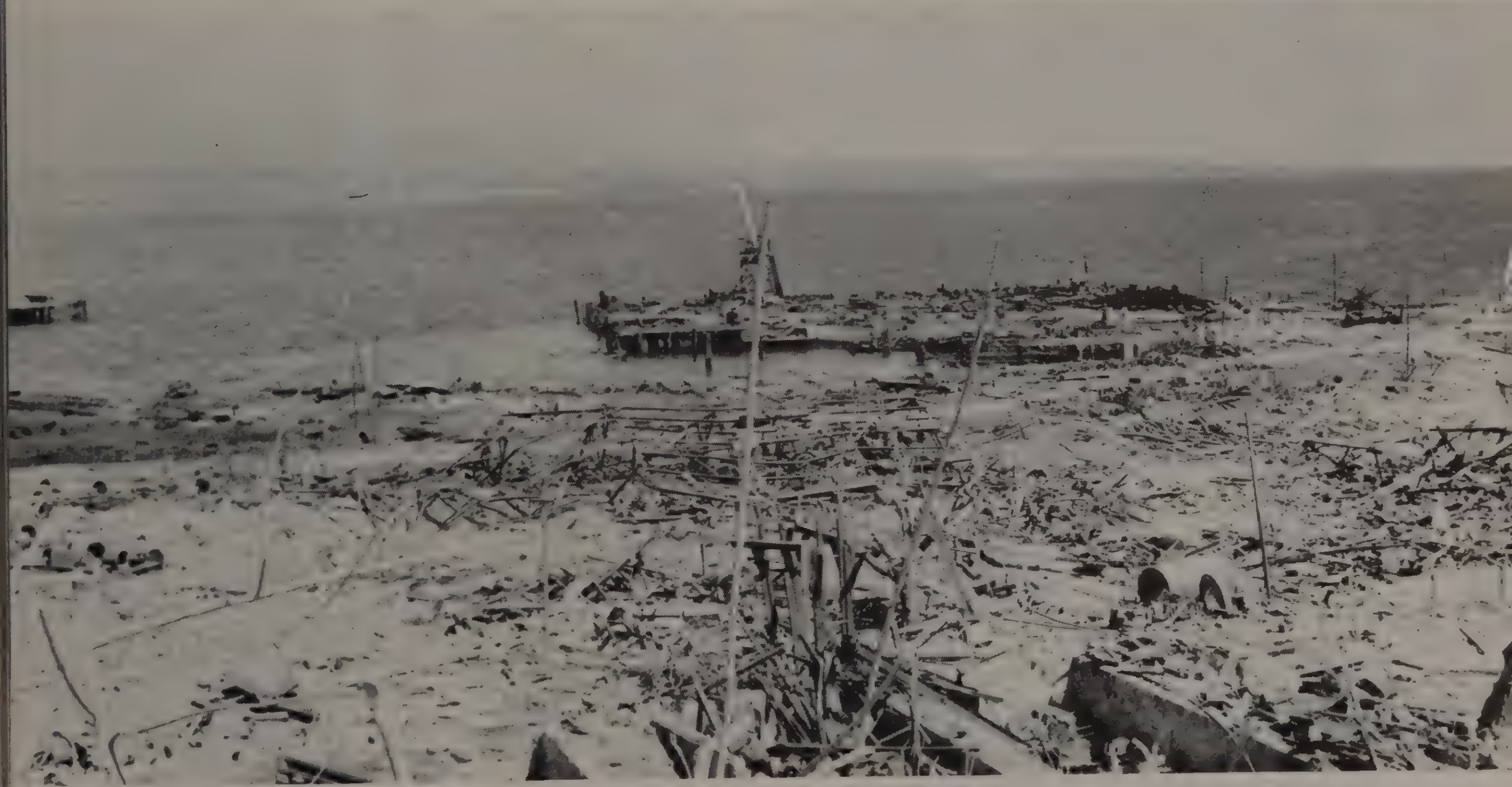


COMPLETE DESTRUCTION BY BOMBS AND SHELLS



CORREGIDOR - SOUTH DOCK

South Dock juts out into Santa Jose Bay and it was at this point that the 34th Infantry made their amphibious assault. The intense preparatory fire leveled nearly everything in the vicinity and the fighting here was bitter.



ENGINEER DOCK

Engineer Dock, a concrete pier in Corregidor Bay, suffered but light damage in the bombing attacks on the island, but nearby installations were completely wrecked. It is located in the center of the island near Malinta Hill.

CLEARING DEBRIS FROM ROADS ON CORREGIDOR

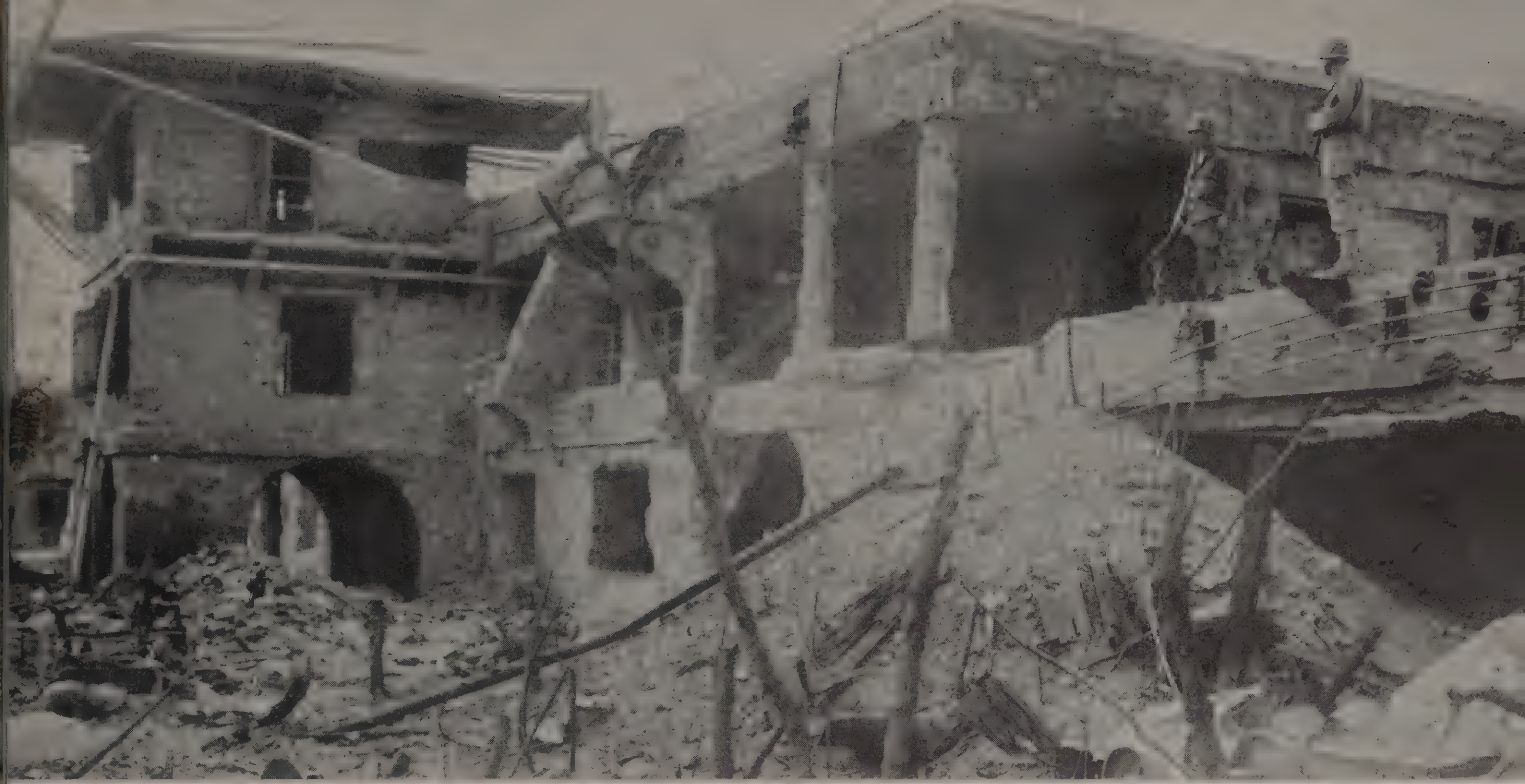
OPERATION ON CORREGIDOR

THE fortifications on Corregidor were generally of reinforced concrete and formed a system of defenses of the most formidable sort. Practically all permanent construction had been completed long before the war and the Jap had done little to improve the existing facilities during the time of his occupation. The defense of the island was to be made by upwards of five thousand troops from the emplacements and caves, from which interlocking fires could be laid on all of the beaches from which the assault would conceivably be made. A belt of land mines ringed the island, and the number of "Q" Boats which had been hidden in the caves at the water's edge, indicated the intentions of the Jap to employ this unusual weapon.

One of the first problems which confronted our attacking force was the evacuation of wounded. The limited number of boats available could not maintain an uninterrupted flow of casualties over the ten-mile stretch of water separating the island from Mariveles on Bataan. An attempt was made early in the operation to move seriously wounded in the artillery observation planes. A comparatively level area on "Top Side" was utilized, but a stiff cross-wind and roughness of the terrain caused the wrecking of the first two planes which attempted a landing. With the aid of grading equipment—two bulldozers and a scraper—landed by the 592nd Engineer Boat & Shore Regiment, the emergency airstrip was leveled and lengthened in eighteen hours time.

AIR STRIP CONSTRUCTION

An abandoned airstrip on the long tail of the island had not been secured at the end of two weeks, and when it was finally taken had to be cleared of mines. The runway was in very poor condition, overgrown with vegetation and pitted with numerous foxholes. Due to the considerable amount of work which would be required to make the strip useable, the undertaking was abandoned because of the press of other work, but a sudden change of plans made necessary the rehabilitation of the site in a matter of hours. The only available equipment—two bulldozers, a D-7 and a D-8—were pressed into service, and in but half a day progress was such that planes could land and take off after the rush job by our "aviation" engineer crews.

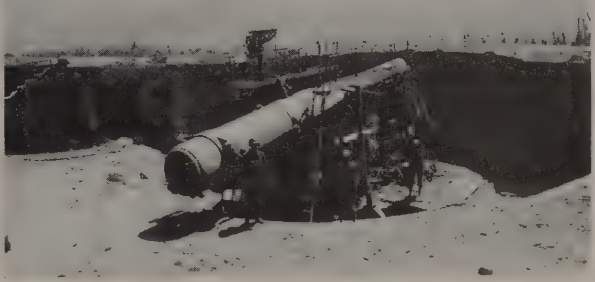


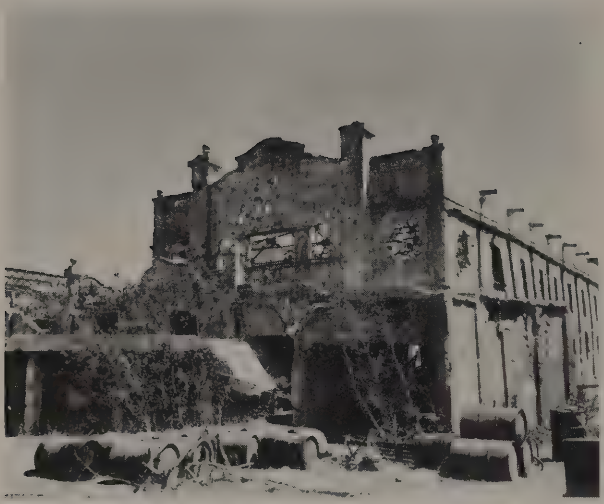
WRECKAGE OF GUNS AND MAGAZINES - WHEELER POINT

WHEELER POINT

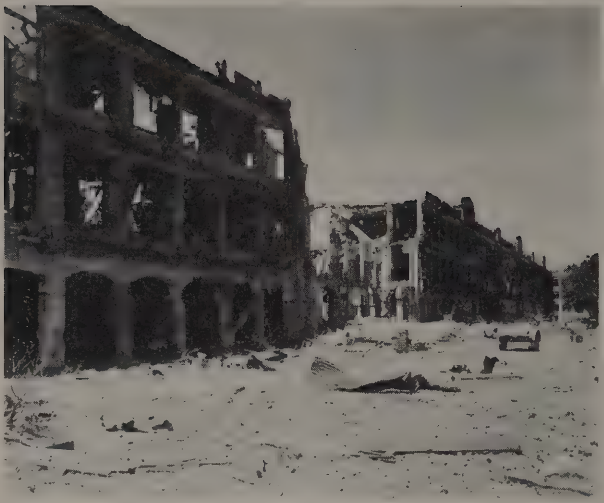
ONE of the most impressive sights on Corregidor was the huge 16-inch coastal gun battery emplaced on Wheeler Point at the seaward end of the island fortress. Long a keystone in the great arch of the Manila Bay defenses, the vulnerability of these massive weapons to bombing attacks makes them a curious survival of the old concept of siege warfare. With the coming of the incalculable destructive force of loosed atomic energy it is unlikely that they will ever again be considered an effective weapon in any system of defense.

This was the first time for most of us to examine at close range these formidable guns about which we had heard so much, read some and knew so little. They had not been damaged sufficiently to prevent our observing the manner in which they had functioned, and the weapons seemed not to have been harmed and in usable condition except for the breach blocks which had been destroyed. The emplacement itself was a revelation with its maze of underground ammunition and powder storerooms, fire directional and control rooms, and a branching system of tunnels leading to observation points in the sides of the cliffs fronting the entrance to the Bay. While scarred and blackened by fire the monolithic concrete construction had withstood the bombardment which had made the emplacement untenable for the Jap gun crews.





THEATER-TOP-SIDE



BARRACKS

COLD-STORAGE PLANT

TOTAL DESTRUCTION

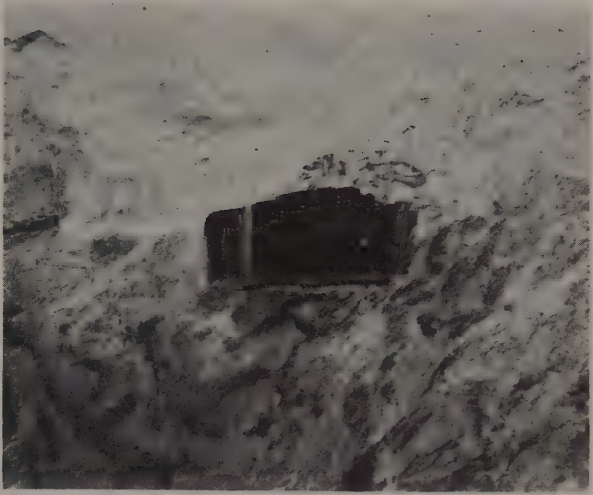
WHILE on Corregidor Company B occupied quarters on Topside, the highest point on this island fortress, guarding the entrance to Manila Bay, so familiarly known to the world as the Rock.

On Topside, the wreckage and destruction inflicted by the coordinated naval and aerial bombing was readily seen—all the roads were heavily cluttered with debris.

The former Quartermaster buildings and power plant were still burning intensely. The buildings which were the longest troop housing barracks of any army on earth were completely gutted, with only the walls standing upright. Within the wrecked interiors, could be seen American army cots, mute evidence remaining of our troops who had occupied them before their hard fought efforts to hold back the enemy in 1942. Of the chapel and theater building and the Y.M.C.A. building only the walls remained.

Company "B" occupied two of a group of private buildings which had been used as officers' quarters, a few of which still had ceilings over the first floor and were fairly safe for housing troops. Also in this group was a private home which had been used as living quarters by General MacArthur prior to the war. This building was completely demolished and stripped by the enemy.

ENGINEER ENTRANCE MALINTA TUNNEL



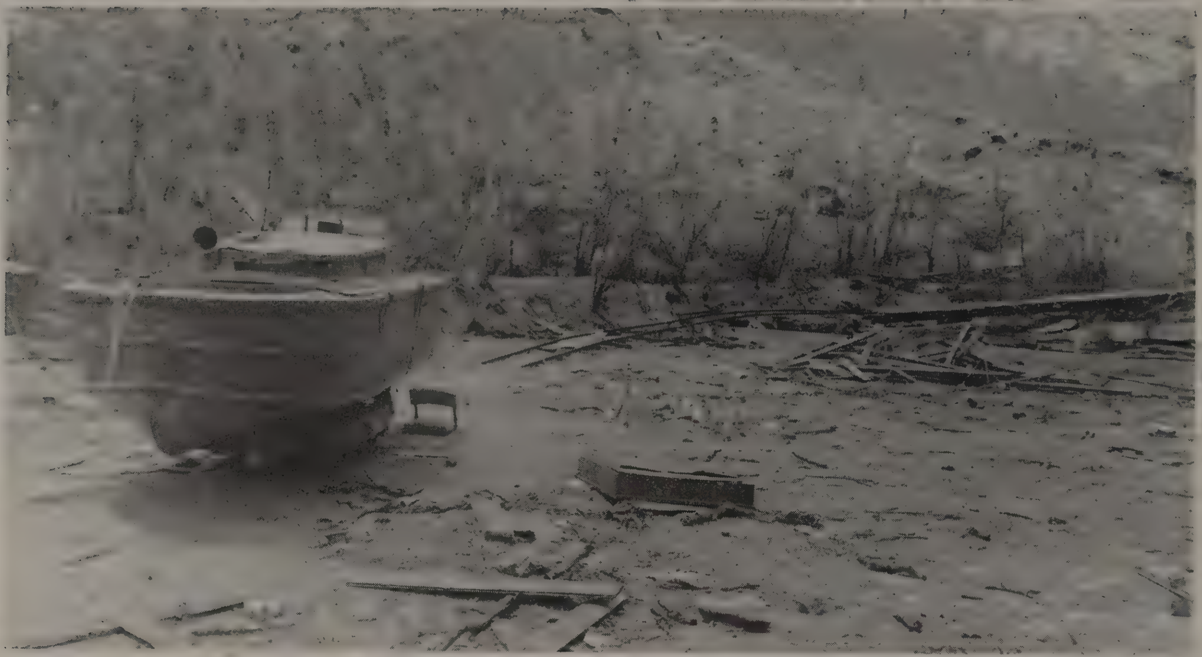
JAPANESE GUN EMPLACEMENT

DESTROYED AMMUNITION DUMP

KNOCKED-OUT PILL-BOX

Q-BOAT CHARGE

JAP HORNED-MINE FIELD

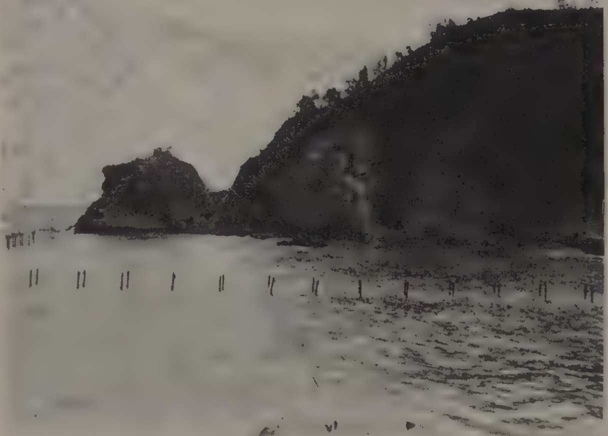


SUICIDE BOAT ON THE LAUNCHING WAYS

JAP "Q" BOATS

IN OPERATIONS against the enemy in the New Guinea and Philippine campaigns, a new tactic by Jap suicide squadrons was encountered. Employing small motor boats, known to our forces as "Q" Boats, they were used in desperate sorties against our transports and landing craft. Approximately eleven feet in length, with about a four-foot beam and of shallow draft, they mounted in their prow an explosive charge of nearly a quarter ton. They were in effect floating mines subject to detonation on the slightest contact, which was demonstrated on many occasions by prematurely exploding in rough water through wave action. Like their more spectacular brothers—the Kamikaze suicide pilots—the "Q" Boat operators inflicted great damage to Allied vessels upon occasion, particularly during night attacks and at times of reduced visibility. As often as not however they were destroyed short of their targets by gunfire.

The "Q" Boats were concealed in well-camouflaged caves along beaches where amphibious landings might be made. Mounted on dollies on narrow gauge tracks which led well out into the water to facilitate launching, they were capable of quick darting attacks against our shipping. They were ineffective, however, because of their use in insufficient numbers and Jap persistence in frenzied and uncoordinated tactical measures.



CABALLO ISLAND UNDER NAVAL BOMBARDMENT

ASSAULT ON CABALLO ISLAND

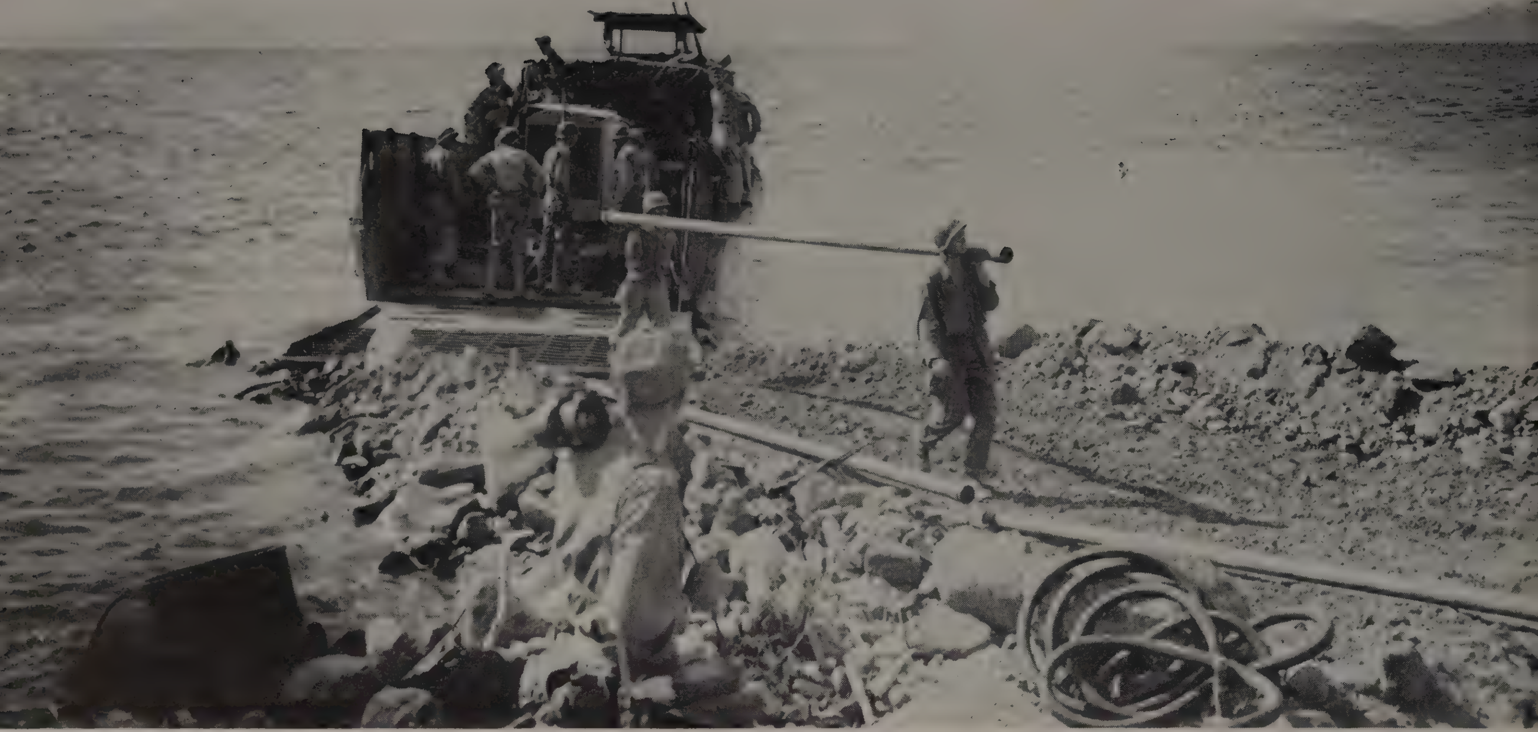
IMMEDIATELY after the capture of Corregidor, it was determined that Caballo Island, a few thousand yards to the south, was occupied by an enemy garrison of approximately three hundred and fifty men. The fortifications in existence on the island were those constructed by the United States prior to the war and consisted of several reinforced concrete pits which could be used as emplacements for artillery, mortar and machine gun fire. Elements of the division, supported by several platoons of engineers were designated to take the island.

D-Day on March 27th followed the usual invasion pattern with the landing being supported by bombing, and naval gunfire in addition to division artillery from Corregidor. Resistance on the beach was negligible and the main part of the island was overrun in two days. The island was cleared with the exception of a pocket of the enemy holed up in the Mortar Pit area. Here they made maximum use of the underground ammunition rooms in the pit. During artillery barrages they would retire in comparative safety underground only to emerge and continue harassing our foot troops as they moved up to close in.

Several attempts at bombing the pits were made but due to the relative inaccuracy of the bombs and the danger of casualties to our own troops this was abandoned.

Continuing the attack against the fortifications flame throwers and explosives were used but met with little success. An apparent stalemate seemed to exist.

At that time a suggestion was brought forth to use oil to burn the enemy out. A vent opening was found leading to the pit that could be reached without exposure to direct enemy fire. An engineer detail hand carried eighty gallons of oil up the slope and poured it into the vent. The oil was fired with phosphorous grenades but the amount of oil was insufficient to produce any great heat. It was then decided to use block and tackle to pull fifty-five gallon oil drums up to the vent. Again failure resulted when after twelve drums had been handled up the slope, enemy sniper fire ignited the drums of oil before it could be used.



ENGINEERS UNLOADING AND CONSTRUCTING OIL PIPE LINE

PIPE LINE LAYING

FINALLY another method was devised. An LCM was fitted with two Navy ponton cubes of three thousand gallon capacity, a 110 HP pump, and a pump distribution system. About six hundred feet of four inch pipe line was laid from the LCM at the beach up the steep slopes to the pits. On the first trial of the "Hot Oil Treatment" fifteen hundred gallons of diesel oil and a thousand gallons of gasoline was pumped into the east pit, from which it was later observed that part of the oil was flowing into tunnels that led from the bottom of the pit into the hillside.

Igniting the oil by firing mortar shells into the pit, the burning continued for two hours with explosions occurring intermittently. Observation of the yellow smoke indicated that the detonations were of picric acid the Japs' most common explosive.

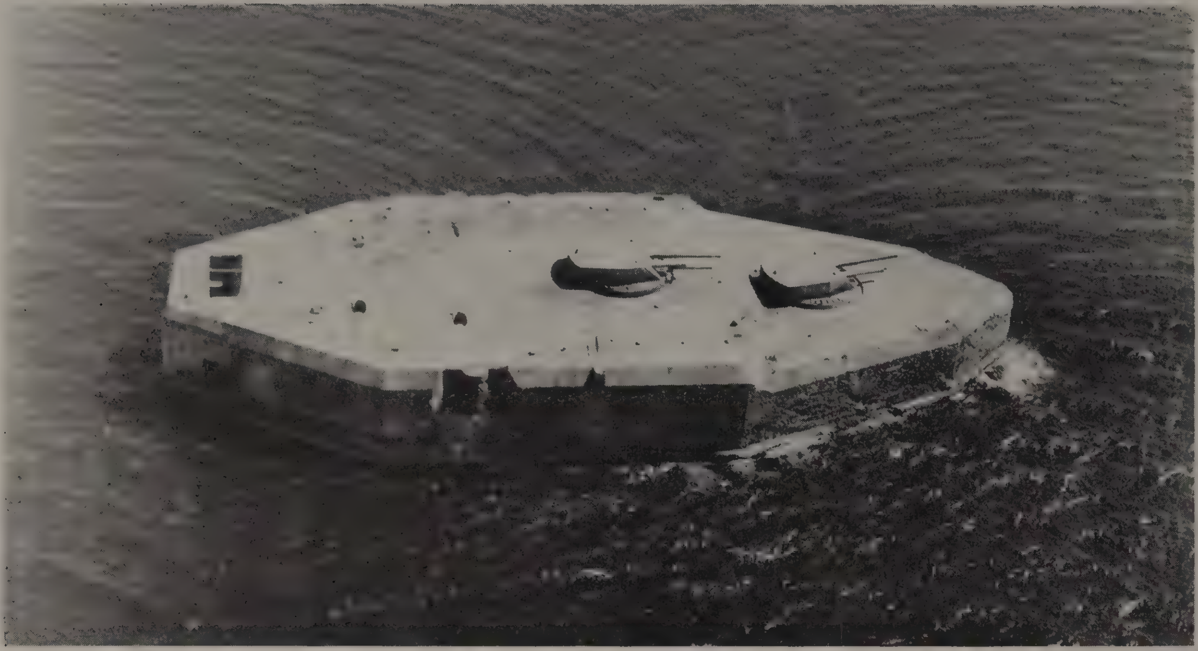
The following day continued enemy sniper fire from the pits required the decision to pump three thousand gallons of fuel into the west pit. During this operation the Japs proved that at least some of them were expert riflemen. Solely by the use of small arms fire they completely cut one section of the pipe, making replacement necessary.

OIL AND GAS MIXTURE PUMPED UNDER HIGH-PRESSURE

THE ignition of the oil in the west pit resulted in similar explosions which had occurred the previous day. The ensuing fire burned for three hours. Enemy activities still existed so the battle for the mortar pits continued.

On the third try the next day, one five hundred pound bomb and a two hundred fifty pounder were suspended down the ventilator shaft of the main railroad tunnel leading into the pit. Five hundred pounds of TNT was placed at the east entrance of the tunnel, and twenty two hundred gallons of oil was pumped into both pits. The timing of the explosive and bombs were such that they were to go off at the same instant the fuel was ignited. When this occurred numerous large and small explosions were heard and dust and debris was thrown out of all vents and tunnel entrances. The pits were still hot and burning the next day. A prisoner-of-war later reported that only twenty badly shocked Japs remained alive after this third trial.

It was considered likely by the assault commander that small groups of stragglers from nearby islands had taken refuge in the pits after the neutralization. Accordingly two days later another "treatment" was applied. This ended enemy resistance on Caballo.



AERIAL VIEW OF FORT DRUM (EL FRAILE ISLAND)

ENGINEER TROOPS STORM BAY FORTRESS

THE operation on El Fraile (Fort Drum) on April 13, 1945 can be considered one of the most unique operations of the entire Pacific War. Fort Drum is a heavily fortified installation on El Fraile Island constructed of monolithic concrete; its shape is that of a battleship and at first sight one would consider it a naval vessel its turrets commanding the entrance to Manila Bay. It was constructed shortly after World War I and with Corregidor forms the outer defense of the Bay and the Cavite fleet anchorage.

After the reduction of Corregidor, Caballo and Carabao Islands it was the last Jap-held position in the entire Manila area and harassing fire from the massive blockhouse prevented unrestricted use of the Bay by our shipping.

The nature of its construction made the plan for its neutralization primarily an engineer mission with infantry acting as a covering party against enemy interference. After a preliminary pounding by dive bombers and naval gunfire at point blank range to knock out its gun turrets and to possibly breach the 40-foot thick walls, the detailed plan called for the landing of an assault party directly onto the top of the fortress for the placing of demolition charges and the flooding of the interior with an explosive mixture of gasoline and oil which was to be pumped through the ventilators. With the withdrawal of the assault team the charge was to be set off in what was calculated to be an explosion of huge proportions and destructive force.

The engineer preparation for the operation was the construction of the "Trojan Horse" with its smartly-contrived drawbridge and the installation of oil pumps aboard the "Rube Goldberg." Individual members of the engineer party were carefully rehearsed in the roles they were to play in the hazardous undertaking; it was conceivable that the suicidally-minded Jap would touch off the explosive fuel during the time the assault party was deployed over the blockhouse.

The engineer force consisted of the Battalion S-3, one engineer platoon commander, a demolition party of thirteen enlisted men—all from Company A, and three men from H&S Company who operated the oil pump.

ASSAULT FORCE APPROACHING FORT DRUM

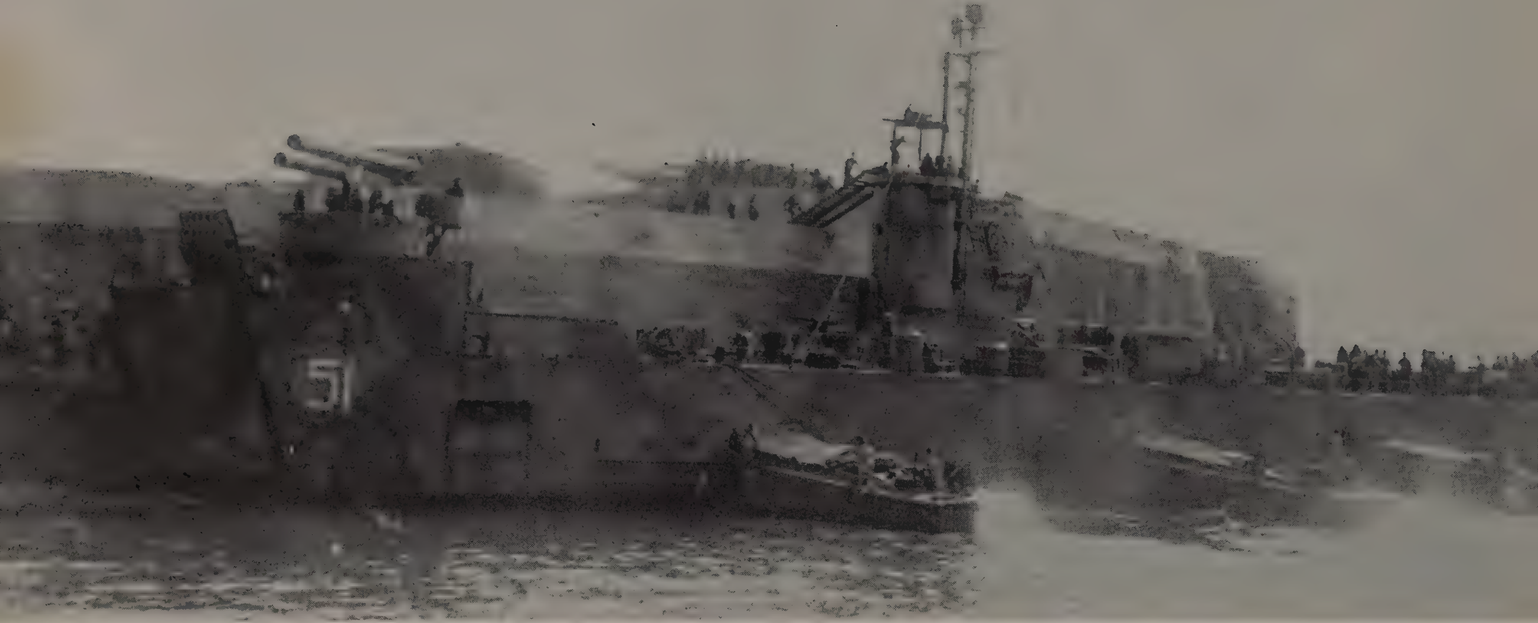
THE operation proceeded smoothly according to plan. Naval gun fire succeeded in making several holes in the 6-inch gun turret and in partially blocking the sally ports against their possible use. The LSM with the engineer assault party and the infantry covering party pulled along side the fort and encountered only sporadic sniper fire. Two LCM's maneuvered into position and held the larger ship against the side while the ramp was lowered and the assault parties debarked onto the top. Against very ineffectual sniper fire, which seemed to be mainly concerned with harassing members on the ships, the job of neutralizing the fort was begun.

The demolition group made a quick reconnaissance for any openings in the top of the fort, placed their twenty-pound satchel charges of tetrytol in the hatchway of the starboard side aft and covered the entire charge with filled sand bags. Two satchel charges were primed with prima cord and one charge had several extra caps added to insure the detonation. Prima cord and thirty-minute fuse lines were run and the group returned to the LSM.

In the meantime the flame or oil group made reconnaissance for any possible vents or openings in which the oil hose nozzles could be inserted. Several other members of this party placed emergency escape lines over the side of the fort to be used in case it was necessary to evacuate more rapidly than the single ramp would allow.

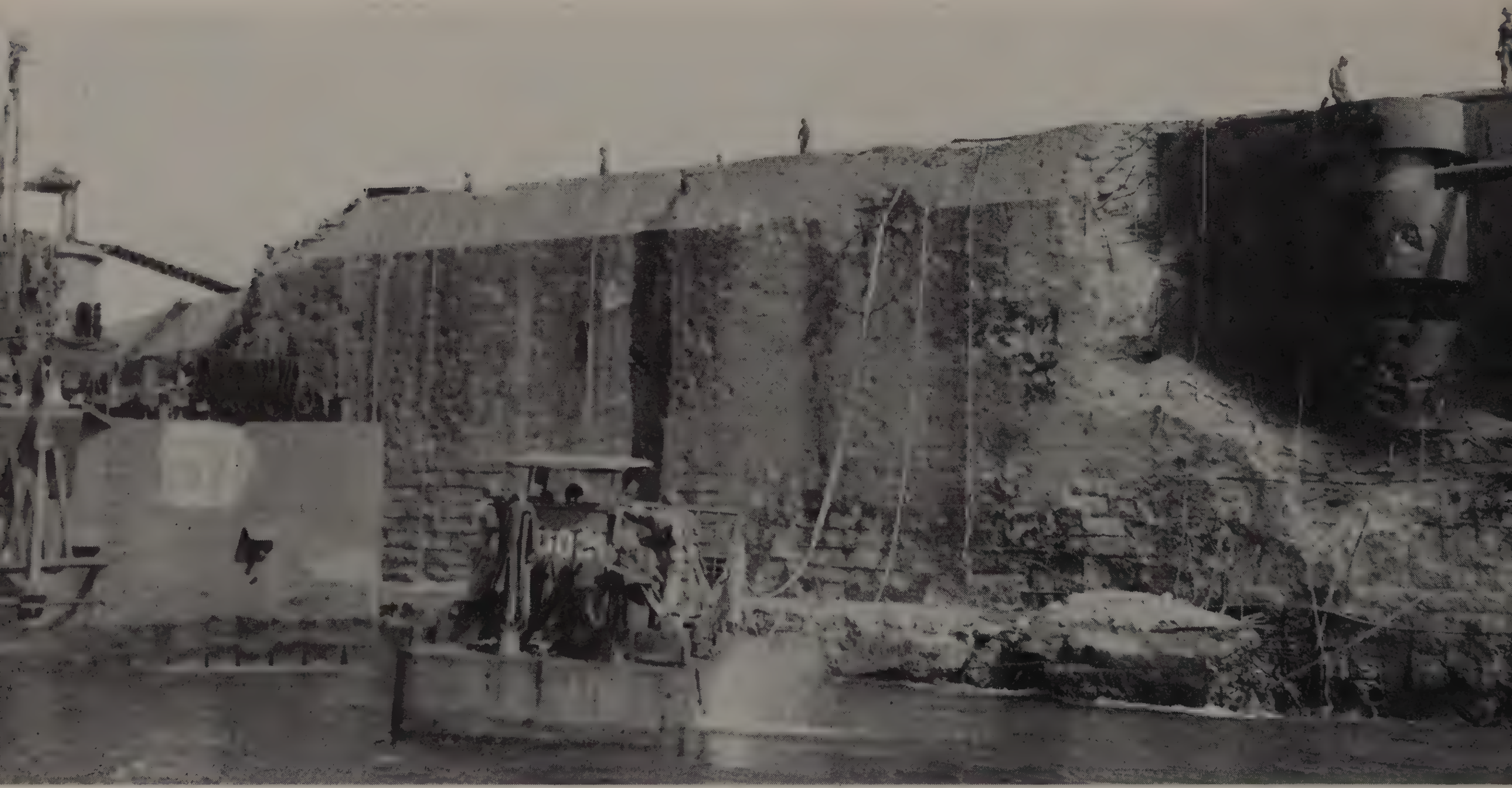
By this time the LCM serving as the oil barge had pulled into position in the rear of the LSM. A hand line was thrown down to draw up the nozzle and oil hose. The nozzle was placed in an opening in one of the large gun turrets and the ignition charges consisting of four white phosphorous grenades, tied together with prima cord, was suspended in the hatchway near the hose. Ignition charges were connected with prima cord to the fuse line provided for the demolition charge.

Both the infantry covering party and the engineer groups returned to the LSM. The engineer officer and several men remained on the fort and upon his signal the oil barge, which had backed away approximately two hundred feet, started to pump oil into the fort. Lighting the fuse, they returned to the LSM. After about four hundred gallons had been pumped, one section of the oil hose at the barge broke. The flow of oil was shut off and the oil barge returned to the fort to cut out the defective section of the hose and re-lay the lines.



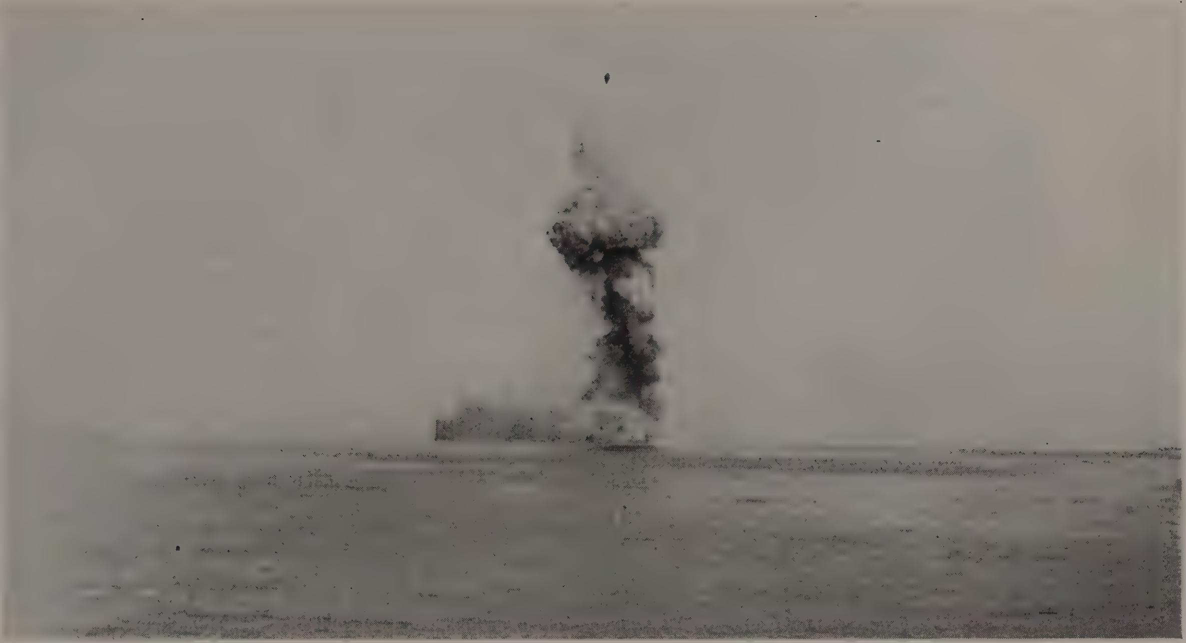
LCM HOLDING LSM IN PLACE

To solve the problem of landing directly on top of the fort instead of scaling the sides, a drawbridge landing ramp was slung from the bridge of an LSM. It was dubbed appropriately, "The Trojan Horse."



THE RUBE-GOLDBERG

Another problem was pumping the explosive oil-gasoline mixture into the fort. The answer was the engineer-conceived "Rube Goldberg" loading two thousand gallons of the lethal stuff and the necessary pumps and hoselines.



THE EXPLOSION TOOK THE TOP OUT OF THE FORT

WHEN the oil hose burst the engineer officer, and infantry battalion commander, together with a covering party of several enlisted men returned onto the top of the Fort and cut the fuse which had been lighted previously. At that time they noticed that oil was flowing from the turret of the 6-inch gun in which the oil nozzle had been placed. They decided to move the hose to a ventilator opening on the port side. Securing the hose in position charge was placed and connected. Upon signal from the Fort the oil barge started to pump oil the second time.

In approximately twenty-five minutes the white phosphorus grenade and explosive charge went off igniting the oil, and hurling huge hunks of concrete and steel hundreds of feet into the air. There appeared to be three additional minor explosions within the Fort about fifteen minutes apart.

Continued reconnaissance found the Fort still too hot to enter until four or five days later. At that time sixty dead Japs were found within the interior but parts of the Fort were so badly demolished it was impossible to estimate additional enemy losses.

With the complete neutralization of Fort Drum the path to the docks at Manila was clear. The operation was typical of many operations in that the fear of what the fanatical Japs would do was much worse than the action itself. The action on Corregidor where the enemy blew themselves apart in order to take a few Americans with them was still clear in everyone's mind.

Zambales Mountains

PHILIPPINE IS.

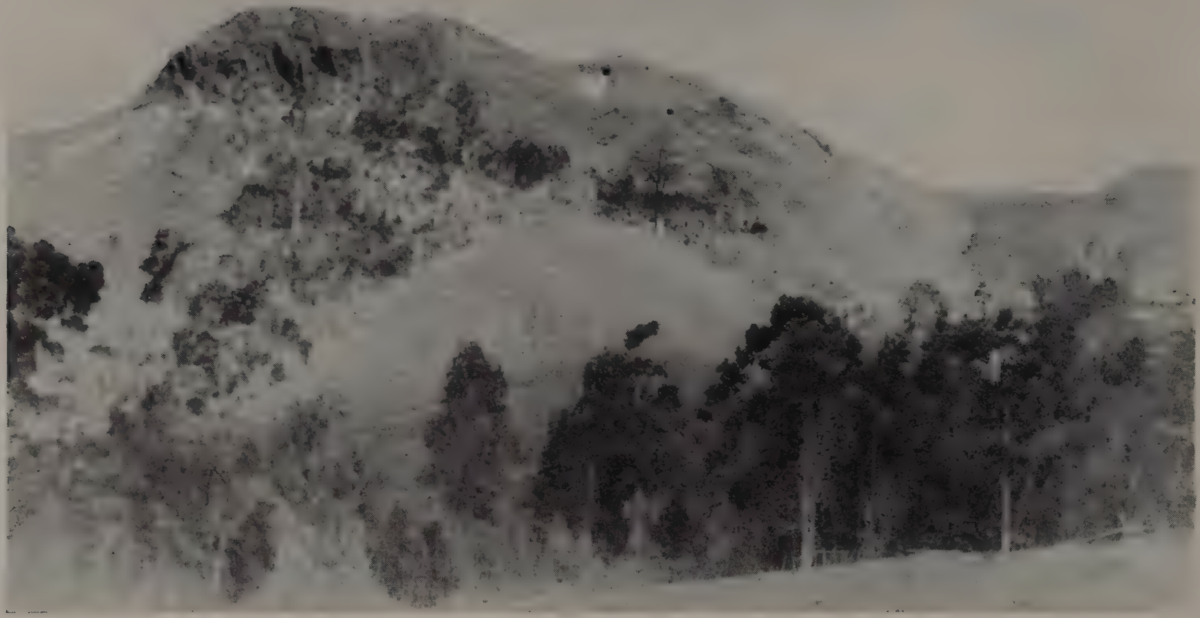
ZAMBALES MOUNTAINS CAMPAIGN

WITH the American landing on Luzon at Lingayen on January 9, 1945 it was evident that their purpose and goal was to drive forward as rapidly as possible to liberate Manila. Rushing down the highway from Lingayen to Manila the attacking forces could ill afford to stop and annihilate each pocket of enemy resistance. Leaving only a very thin flank guard to keep the highway open greatly speeded their forward drive but at the same time it offered a very real danger in that a strong concentrate could possibly attack the flanks and cut off the forward racing elements from their supplies.

Thousands of the enemy had scattered into the foothills of the Zambales Mountains, a mountainous range that extended from Lingayen to Bataan on the south, and west of the Luzon Central Plain over to the west coast. From their points of vantage on the high slopes they could easily look down to spot our attack and supply movements along the highway only a few miles away.

Still another threat which their presence posed was against our use of Clark Field, the capture of which had been effected on the advance to Manila. As long as the enemy remained in the surrounding hills, they could resort to their favorite specialty of night infiltration raids by small groups to damage our planes and harass the flying personnel.

The landing by the 38th Division on January 29th, 1945 was on the west coast of Zambales Province. Directly ahead were the Zambales Mountains but our mission at that time was to speed south along the coast to seal off Bataan peninsula. The Division's part in the Zambales Mountains Campaign was to come a little later.



JAP CAVES AND GUN POSITIONS

DURING the first week in March, at the conclusion of the Bataan Campaign, the 38th Division was assigned the mission of clearing the Zambales Mountains back of Fort Stotsenburg in the Clark Field area, where a considerable force of Japs had fallen back into the mountains to prepared positions after being driven from the central valley of Luzon by Sixth Army troops in their drive from Lingayen Gulf to Manila. With the departure of the division from Bataan to the north, the battalion moved from an encampment near Orani, during the period March 10-17, to the Clark Field area. The battalion mission was to support the division by the construction and maintenance of forward supply roads which were pushed directly into the mountains over pack trails, and in the support of the infantry troops by demolition teams.

The fighting immediately developed into a repetition of the "Zig Zag" operation; the Jap had constructed a maze of strong points and fortified positions on high ground which were linked by connecting tunnels, his observation was superior, and from the well-concealed emplacements he could cover every access route with withering fire. The reduction of these positions by assault teams, supported by 37mm and 57mm guns, by strafing and dive-bombing attacks, was to take two months of the most determined fighting, until finally the Jap had been trapped between forces pressing in from both the east and the west. He was completely destroyed in his attempt to break out in maniacal *banzai* attacks.

It was apparent after our two campaigns on Luzon, and the subsequent experience of other divisions in the pitched battles at Balete Pass and in the Cagayen Valley, that the Japanese strategy of refusing battle on open ground in favor of the determined defense of mountain positions was a carefully devised plan which he had perfected and

used with great skill and cunning. Counting on our unwillingness to sustain the disproportionate number of casualties that the attack of such defenses entails, his defeat can be laid to the relentless assault techniques of our troops who moved in with such a bristling and formidable array of automatic weapons, flame throwers, satchel charges, bazookas and rocket launchers, tanks, artillery, antiaircraft cannon, and even searchlights, that the will of the burrowing, buck-toothed Nip to resist was irreparably shattered.

The type of defensive position usually encountered was the one-man foxhole and a variant which held up to three men, sited and camouflaged in such a manner as to be invisible even at close range. Chambers, at a depth of five or six feet, were sometimes hollowed out to permit the storage of ammunition and provisions and to provide space for sleeping.

In a position that was organized for the defense of a terrain feature, a trail, a bridge, or the like, these individual foxholes and shelters were joined by connecting tunnels which permitted shifting of the defending squads from one position to another in repulsing attack, and in the event of sealing off of any of the openings, to provide a means of escape.

Machine gun emplacements were usually revetted with logs and roofed with heavy timber over which a layer of earth was thrown. When overgrown with brush and heavy grasses they were nearly impossible to detect. The positions were sited with great care, were mutually supporting, and could be cleared by only the most determined assault.

One striking feature was the elaborate underground command post, from which a complex communication system coordinated the defense of these chains of fortifications. Clearing stations and even sizeable hospitals with every necessary facility were found underground, and there seemed to be no end of the stores of ammunition and equipment which had apparently been carried by laborers over the mountain trails with tremendous effort.

PUSHING SUPPLY TRAILS IN ZAMBALES

TRAIL CONSTRUCTION

ALTHOUGH possibly before the war there were several highways on Luzon that could compare favorably with some of ours at home, there was no road net of any sort leading into the Zambales Mountains. To meet the problem of supplying the attacking forces it was necessary to make peep trails and supply truck roads wherever our units went. While normally a peep can travel over rough and hilly terrain, this was one place where they could only follow through after the bulldozer.

Here were problems that were to test the skill and courage of every man. Unlike the infantry who had been trained to use every possible means of cover and concealment in the presence of the enemy, the engineers had to work in positions where they were constantly exposed. To take cover every time a shot was fired would have delayed or stopped work on the roads altogether.

Reconnaissance often had to be made through areas in which it was unknown whether Japs were present. It wasn't unusual for dozer operators to cut through dense undergrowth in advance of his covering party who was unable to precede him until a path had been cut.

Overcoming steep slopes, combined with occasional rains, undergrowth, possible enemy land mines and an ever present enemy, proved beyond doubt that our battalion was actually a Combat Battalion, a very good Combat Battalion.

HEADQUARTERS AND SERVICE COMPANY LIVED IN LUXURY HERE A FEW WEEKS

BATTALION CP VICINITY CLARK FIELD

THE battalion was very fortunate in its trek towards Manila to have been able to use this fine house as its headquarters. We welcomed it heartily as other units of the Division were relegated to the more common rice paddies. The house had every possible convenience and had obviously belonged to a wealthy family. It had come through the Jap occupation unscathed and the main building and the outbuildings provided comfortable living quarters for the officers and men of Headquarters and Service Company.

An interesting sight along our route of advance was this typical Filipino fishing boat. In addition to fishing the boat was used by the fisherman to carry himself and his family and their possessions out of the range of hostilities. It was quite large and powered by a huge nondescript sail and homemade paddles. The outriggers were used to help the fisherman keep his boat on an even keel.

As we passed through Balanga this building sharply brought the ravages of war home to us. Yet the physical destruction wrought upon it didn't affect its spiritual strength. It was symbol to the faith of the Filipino people—the entire roof had been burned off and much of the rich interior decorations had been destroyed, yet religious services continued using a makeshift altar and a GI tarpaulin as a roof.

IT PAYS TO BE WELL ADVERTISED

THE Japs used a variety of machine guns very effectively. None was basically Japanese designed, but rather modifications of types used by the Germans, English or Americans. In the Philippines the Japs were reported to have used an automatic weapon made in Belgium of similar design and mechanism to the Browning automatic rifle. One of their most used light machine guns is the Nambu, a gas-operated, air-cooled weapon having a 6.5 mm caliber. The model 96, 6.5 mm machine gun is a gas-operated, air-cooled weapon patterned after the French Hotchkiss and British Bren guns. The Jap heavy machine gun is the model 3, 6.5 mm weapon. It is a modified Hotchkiss design and is likewise gas-operated and air-cooled.

SIGN SHOP

ONE of the subsidiaries of the S-2, Intelligence section is the sign shop. Here all signs needed by any of the Division units are designed and executed. The Sign Shop is a normally busy establishment and a visit to it would show signs in every stage of progress—completed ones are stacked along the walls or piled up awaiting their erection, others are on the easels with the sign painters busily engaged in completing them. Quite often the sign painters are required to use their utmost ingenuity in devising materials upon which to paint the signs. Therefore some are painted on wood, canvas or metal. It is also the sign painter's lot to procure the necessary paints. This is done by begging or through the medium of barter. In particularly desperate moments it is believed that thoughts of stealing paints were even entertained, but such desperate measures were never used since paint would always turn up in the nick of time. A proud boast of the Sign Shop was that no sign was too large or too small for them to do. The sign painters were even called upon to paint the division patch on the rudders of the liaison planes used by the artillery units.

Base Camp

PHILIPPINE IS.

CONSTRUCTION OF BASE CAMP AT MARIKINA

BASE CAMP BUILT IN LUZON BATTLEFIELD

ON undertaking the mission of clearing the last of the Jap forces from the Sierra Madre Mountains east of Manila we were faced with a lengthy "mopping up" job which would extend well into the season of torrential rains. The vaunted Shimbu Line, a chain of fortified positions astride the Ipo and Wawa Dams in the Marikina watershed area, was anchored on the towns of Montalban and Antipolo. It was necessary that we set up a base camp from which operations against it could be conducted.

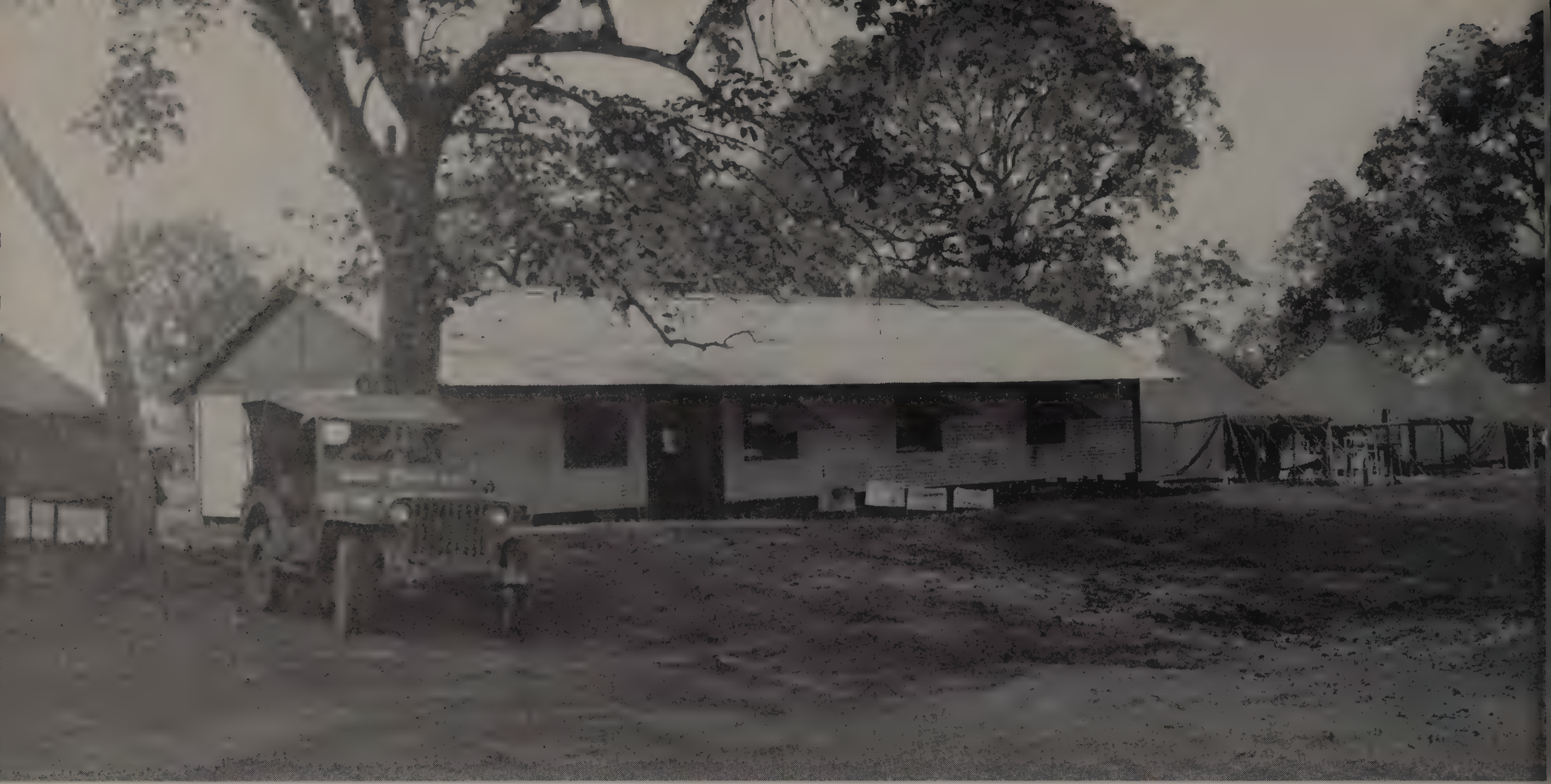
Preliminary surveys were begun while troops were still fighting over the areas under consideration and the rain of mortar and shell fire made the task all but impossible, but several sites were decided upon. The disposition of smaller units presented little difficulty, but the locating of regiments and battalions with all of the attendant problems of space, access and drainage was a sizeable project.

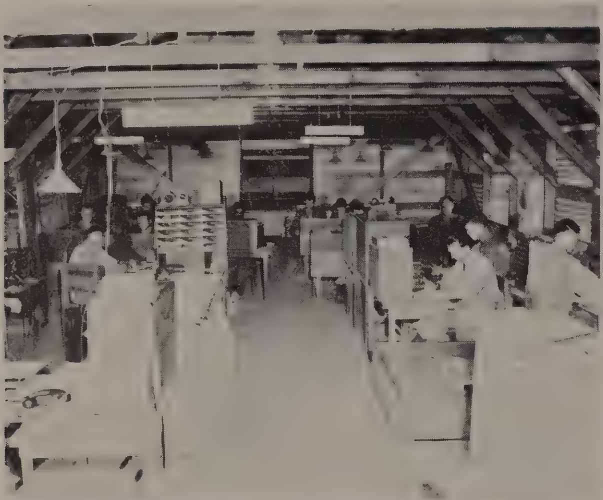
A site near Marikina, finally selected, was on rolling terrain with rice paddies filling all of the low ground in the familiar terraced patterns. Suitable areas on high ground existed, but connecting roadways were subject to flooding and washout—the runoff of surface water being excessive. The difficulty was surmounted by a careful siting of units and an avoidance of least promising locations.

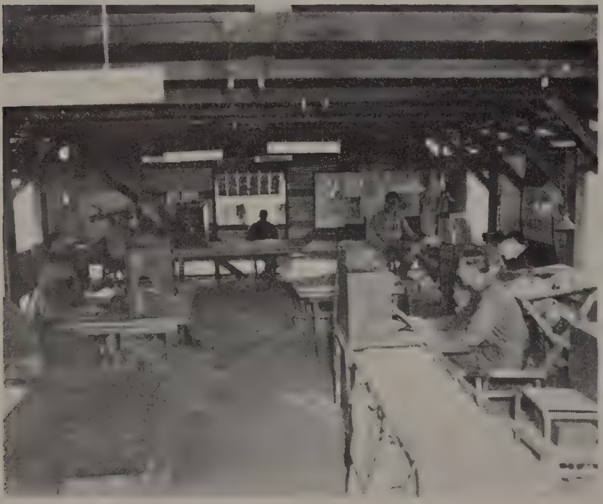
Troop areas, administration and service buildings, motor pools and other installations were laid out. Two survey parties were required for the setting of several thousand stakes, and later two additional parties were formed to speed the work.

Construction commenced with the grading of areas—bulldozers, motor patrols and scrapers were all pressed into service. Gravel trucks worked around the clock to surface miles of road and hardstanding areas. Carpenter crews following closely on the graders erected the prefabricated buildings which were to house headquarters groups, service and supply sections, mess halls and kitchens. The individual units ran up their own tentage from stakes placed by the survey parties.

The work was still incomplete when the rains commenced, hampering the operation of heavy equipment, but work was pushed ahead with carpenters, concrete crews and electricians working simultaneously on the same structures in boom town fashion. The fact that all of this work was being carried on with whole platoons forward in combat areas on primary engineer tasks meant that every vehicle and piece of equipment in the battalion was constantly in use until the end of fighting in June. The troops coming out of the mountains found the camp ready for them.







HEADQUARTERS BUILDING

BATTALION headquarters at Marikina was the prototype of all the administrative buildings we put up in the wet weather camp, and was one of the first that we went to work on after moving into that area. It was built of rough lumber to a standard army specification and covered with corrugated galvanized iron. No floor was put in, as material was scarce, and gravel plentiful. The open sides furnished little protection for papers and equipment during the high winds, almost typhoons, that accompanied several of our rains. When these came up, all we could do was cover what we could, weight the rest down, and hope, for the rain blew right through the building. All of the staff sections except S-4 were set up in this building, and originally had only the same field equipment they used during the Bataan and Zambales campaigns. No sooner were they set up, than improvements, additions, new furniture, etc., began cropping up, and by the time these photos were taken, the place was crowded where there had been quite a bit of open space when we first moved in. Of course, everyone agreed that it was still less crowded, and much better to work in, than the tents we had used for offices the five preceding months.

HEADQUARTERS AND SERVICE

THE move from The Big House, where everything was so convenient, to the rice paddies of Marikina, wasn't especially desired by the members of Headquarters and Service, however, all of us had been in the Army long enough to know how to take in stride whatever comes along. Here was another case where we took a rather unpromising area and by continued work turned it into a very liveable area indeed.

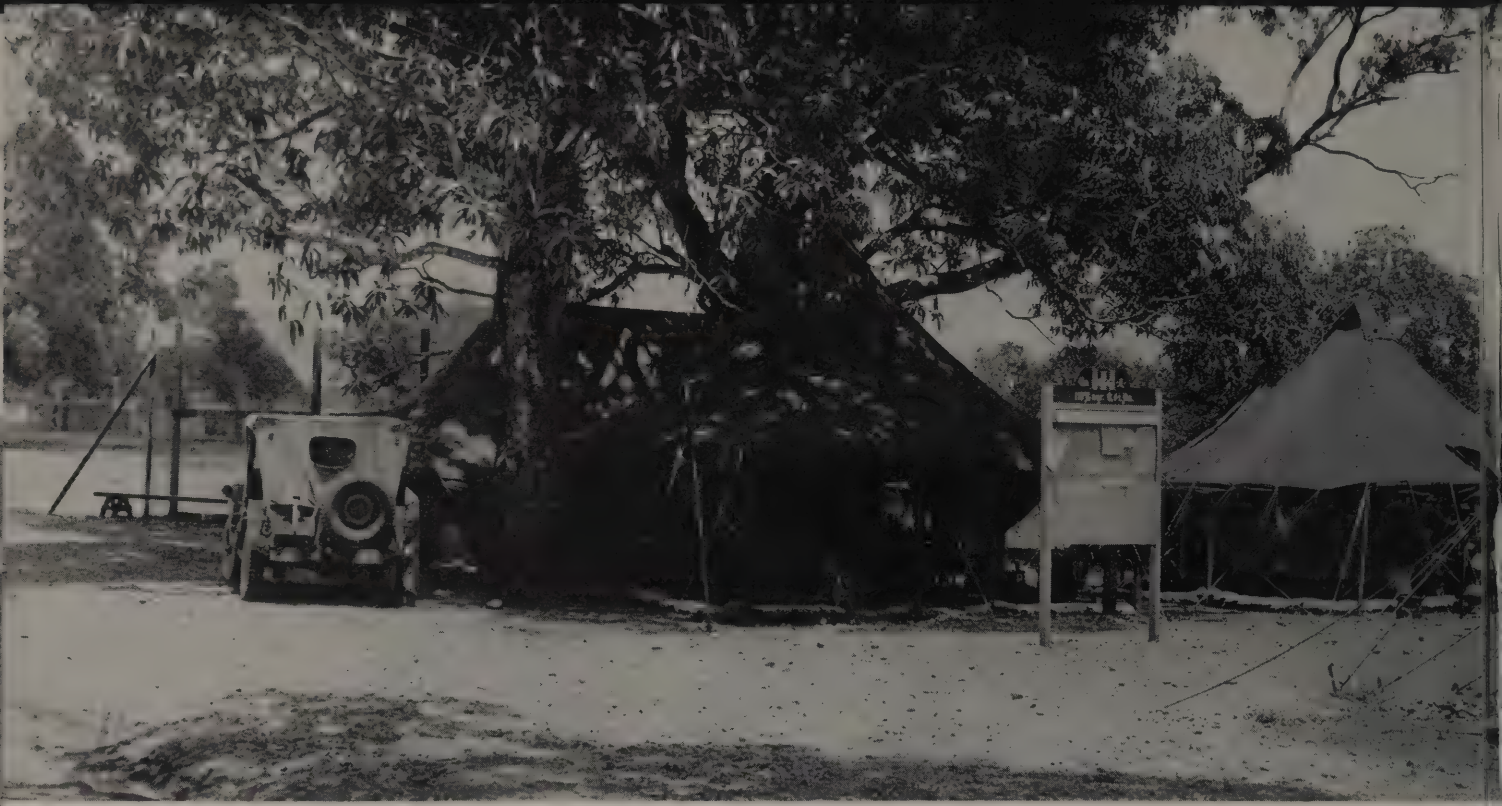
The one big advantage of the move was that it put everyone close enough to Manila to get there on pass occasionally.

As always staff and service functions comprised the major portion of the company work. The enormous amounts of gravel needed to surface roads, parking lots, tent and building floors meant that all trucks except those engaged in essential supply work were used on hauling sixteen hours a day, seven days a week. Inevitably this continued heavy haul over rough roads put trucks out of operating commission almost as rapidly as they could be repaired. Axles broke, transmissions and clutches wore out, engines needed overhauling, everything that could possibly go wrong with a truck happened. Heavy equipment, dozers, graders, shovels—was all working under the same double duty strain. With operating many of the trucks and most of the heavy equipment, the motor pool and equipment platoons were for some time the busiest section of the company.

The construction of the division camp called for ever increasing amounts of materials of all kind. Requisitioning and drawing those materials in addition to the engineer supply for the tactical situation kept supply personnel on the run.

Construction of the division camp kept the draftsmen, surveyors, carpenters, painters and all the company personnel equally busy.

Before the close of the period the company area began to unfold as a very nice home? Nevertheless there were few men if any who were not looking forward to returning to their homes in the States.



COMPANY "A" AREA, MARIKINA

COMPANY "A" was the first unit of the Battalion to leave the Clark Field area and move into position east of Manila near Marikina. Directly ahead were Japanese positions which were completely organized and constituted perhaps the strongest enemy defenses to be encountered on Luzon.

Moving into position on a dry rice paddy tents were set up although the area was well within range of enemy artillery, which for the first time appeared to be concentrated sufficiently to prove a real menace to our troops.

From this location the Company was to assist the battalion in its two-fold task. First, of course, came the Japs. No effort could be spared from the task of building roads and bridges as rapidly as the infantry could move forward. At the same time and almost equally important was the necessity to build a base camp from which the operation against the enemy could be directed when "the rains came."

The platoons were rotated so that each took a turn on the roads in the forward area, and then returned to the rest camp(?) where work was being carried on twelve to fourteen hours daily. As always, wherever the Army goes the men immediately began to improvise things to make their living more comfortable.

After the mess halls were completed work was begun on one end converting part of it into a recreation room where the fellows could write letters. read, play cards, study, and otherwise spend their spare time.

Working on their off time the men converted a low hilly area at the end of their camp into a softball field. Although there was no lumber available, good engineers always find some scraps with which to build tent frames, and shelves. Here for the first time a fellow could take all his clothes out of his duffel bag at one time to give them a chance to dry out some of the moisture they still carried from Leyte. After sleeping in mud, our area at Marikina seemed like army garrison life.

COMPANY "B"

THE division was relieved at Bamban, and moved to the new area in the vicinity of the Marikina airstrip, which is approximately ten miles northeast of Manila, at the foot of the Sierra Madre Mountains. Company "B" as part of the battalion, immediately began various construction projects forming part of the job of building up the Division area.

Here Company "B" set up a sawmill on the Marikina airstrip, and proceeded to cut up timber to be used in the construction of buildings, and various division utilities. Among structures built by the company was a two-story building to be used as living quarters for Major General William C. Chase, the Division Commander, at that time.

In addition to these tasks, the company maintained and reconstructed the Antipolo-Santa Inez Trail; and a part of the Sight-Seer Highway, a spectacular achievement of engineering which had many steep grades and sharp turns. One of these grades was known as the "Devil's Stepladder" and truly lived up to its name and was located near Mt. Yabang.

Beyond the Devil's Stepladder, Company "B" commenced construction of a new section of road through mountainous terrain and jungle growth which with the rainy season proved extremely difficult and trying. This construction proceeded on schedule, although often hindered by enemy machine gun and sniper fire, past a motor pool containing vehicles and equipment which had been used by the enemy, and continuing on to join the Sight-Seer Highway to the Santa Inez Trail.

The San Mateo-Marikina road which led to the Wawa Dam, one of the sources of water supply of Manila, was also maintained by the company. Some sections of this road had to be rebuilt as a result of enemy demolitions. This at times proved difficult due to the water mains which underlay sections of the road and had been damaged by the demolitions.

COMPANY "C"

HAVING remained behind (when the Battalion moved from Clark Field) to assist all elements of the infantry in their move, Company "C" was the last to move into position in the Marikina area. However, the Company lost little time in getting the feel of the place and started making efforts to improve their area.

Like the other companies we too had a two-fold combat assignment, first to fight the Japs and secondly to combat the inclement weather which was due to set in several weeks later.

Throughout the forward area our men and dozers encountered terrain equally as rough as the Zambales Mountains and even harder to work on since light rains had already set in to make newly constructed roads all but impassable. For two months truck drivers hauling gravel were performing "overtime" duties (no extra pay).

When the 152nd Infantry was assigned the mission of patrolling Luzon from Lingayen to Bataan one platoon was attached to them and moved to Labrador from where squads were sent out to perform maintenance on bridges and roads throughout five Luzon provinces.

In the company area work was done on quarters, tents, supply, orderly rooms, and mess. The "Rainbow Room" built as a recreation room in one end of the mess was one of the nicest in the battalion.

Within several months after our arrival at Marikina the area was ready for a detailed inspection by the General.

DISPENSARY

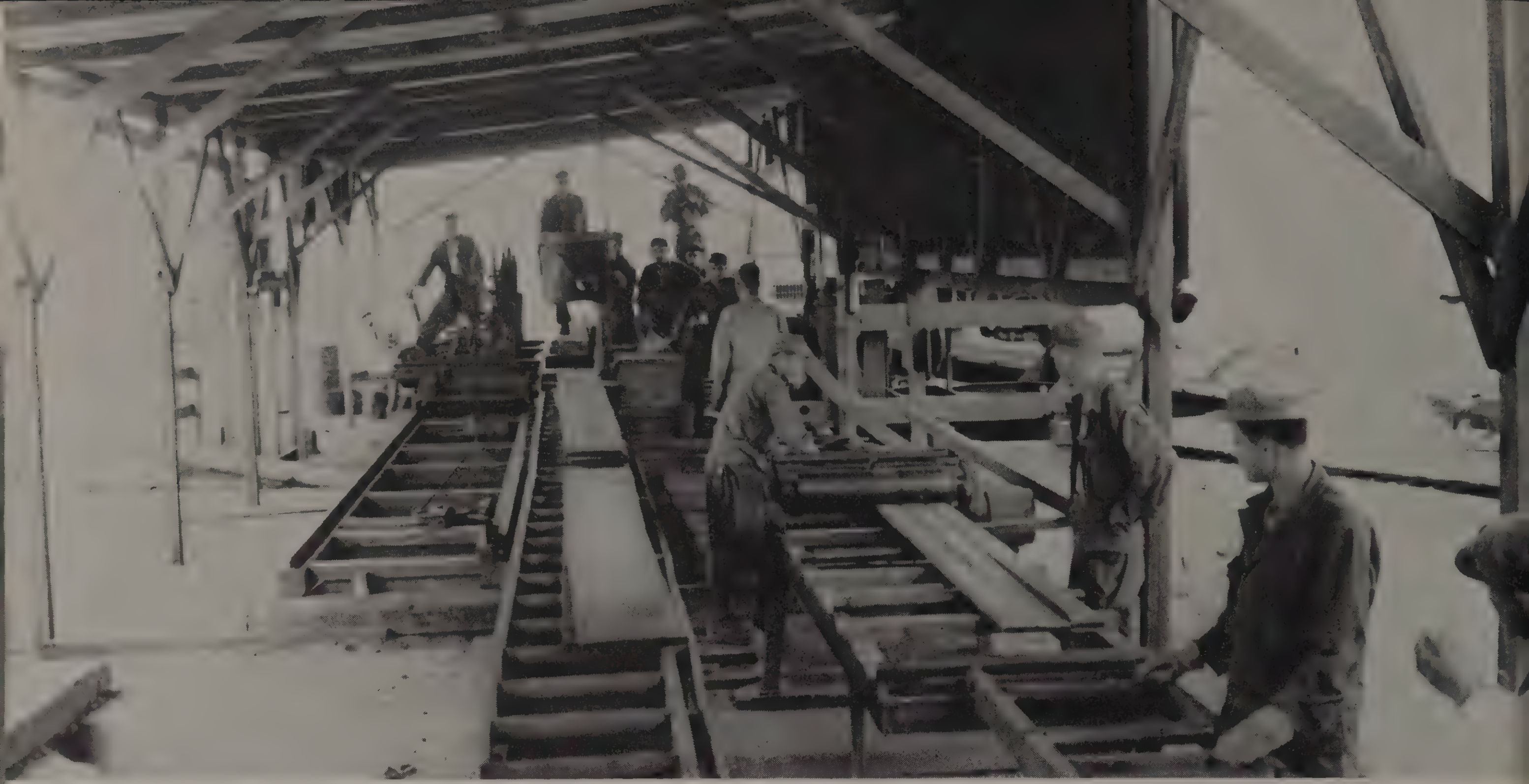
DIVISION ENGINEER SUPPLY

BATTALION GARAGE

CARPENTER AND SIGN SHOP

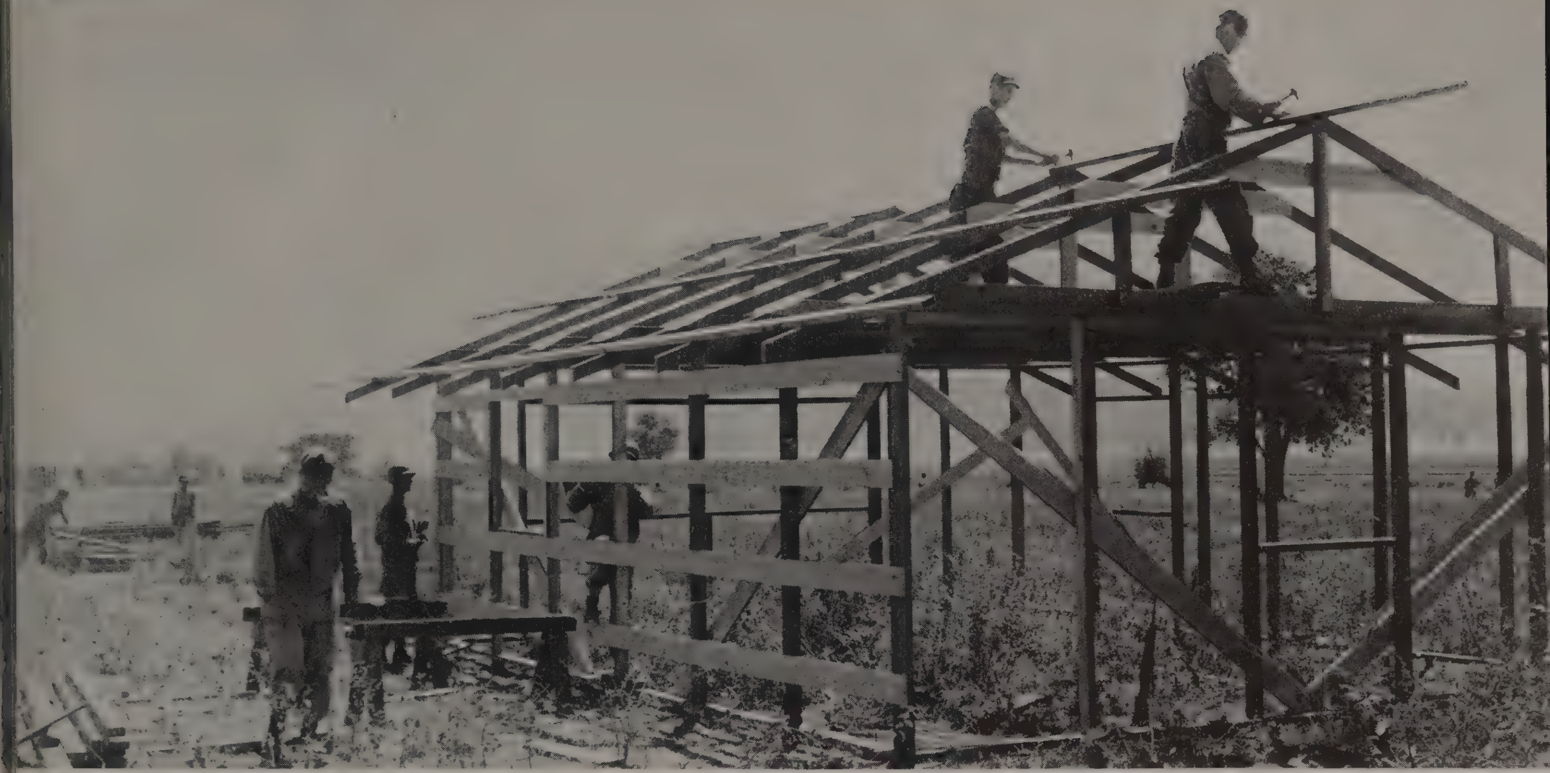
PHOTO DARK ROOM

POWER HOUSE



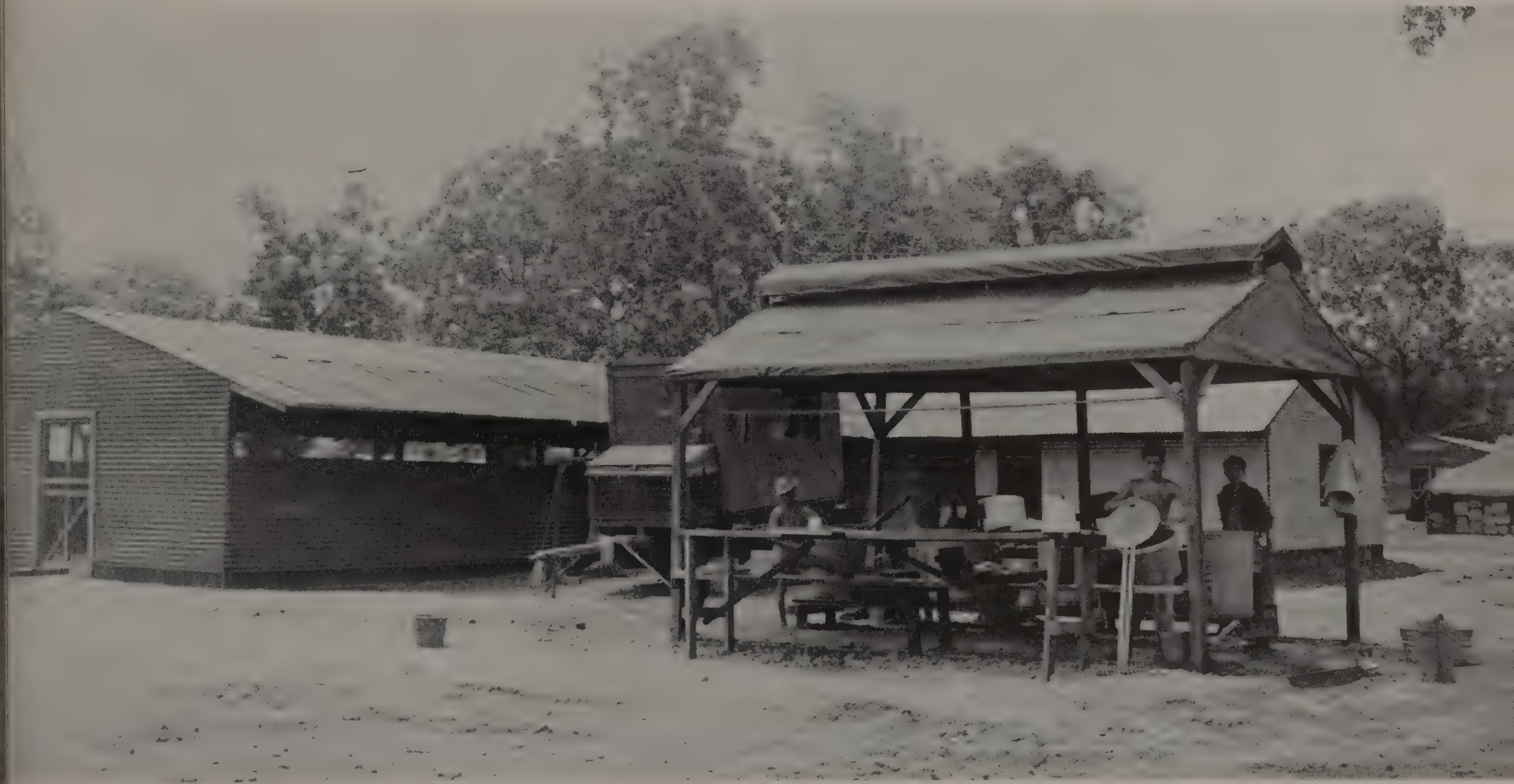
SAWMILL INSTALLED ON MARIKINA AIR STRIP

THE sawmill shown in the photo above had been a dead load and a lot of bother to our S-4 section for almost a year, ever since we drew it shortly after we arrived in New Guinea. In fact, it had never even been unboxed until we moved to the wet weather camp. There it was set up on the Marikina airstrip which had been bombed out by our planes earlier in the year and was no longer any good for use by airplanes. The strip was an ideal location, as it furnished a broad, level, solid concrete foundation for all the machinery, making it possible to set up the sawmill without all the heavy blocking and jacking usually necessary for such equipment. The more of this blocking that has to be used, the more unsteady is the machinery and the oftener it must be releveled. The strip also furnished an excellent foundation for the large, three-building recreation center for the division that we began construction on after the war with Japan ended. After the sawmill was put up and ready for operation, it was turned over to Company "B," and they operated it all the while we were at Marikina. With a few shut-downs for lack of saw-logs the sawmill was in continuous operation. Most of the sawing done at the mill was splitting up heavy timbers to make lumber for building the division camp. These timbers came from various sources, some being shipped in from the States, some from other islands, some from Australia, and some even from the 131st Engineers, formerly the second battalion of our old regiment, who were stationed south of Laguna de Bay, and were carrying on extensive logging operations there. The only raw logs we sawed were some that other outfits had brought down out of the hills themselves. The non-com in charge of the sawmill gang was a shrewd business man, and sawed these logs on slack days for a percentage of the lumber they yielded. This was a welcome addition to our critically short supply of rough lumber.



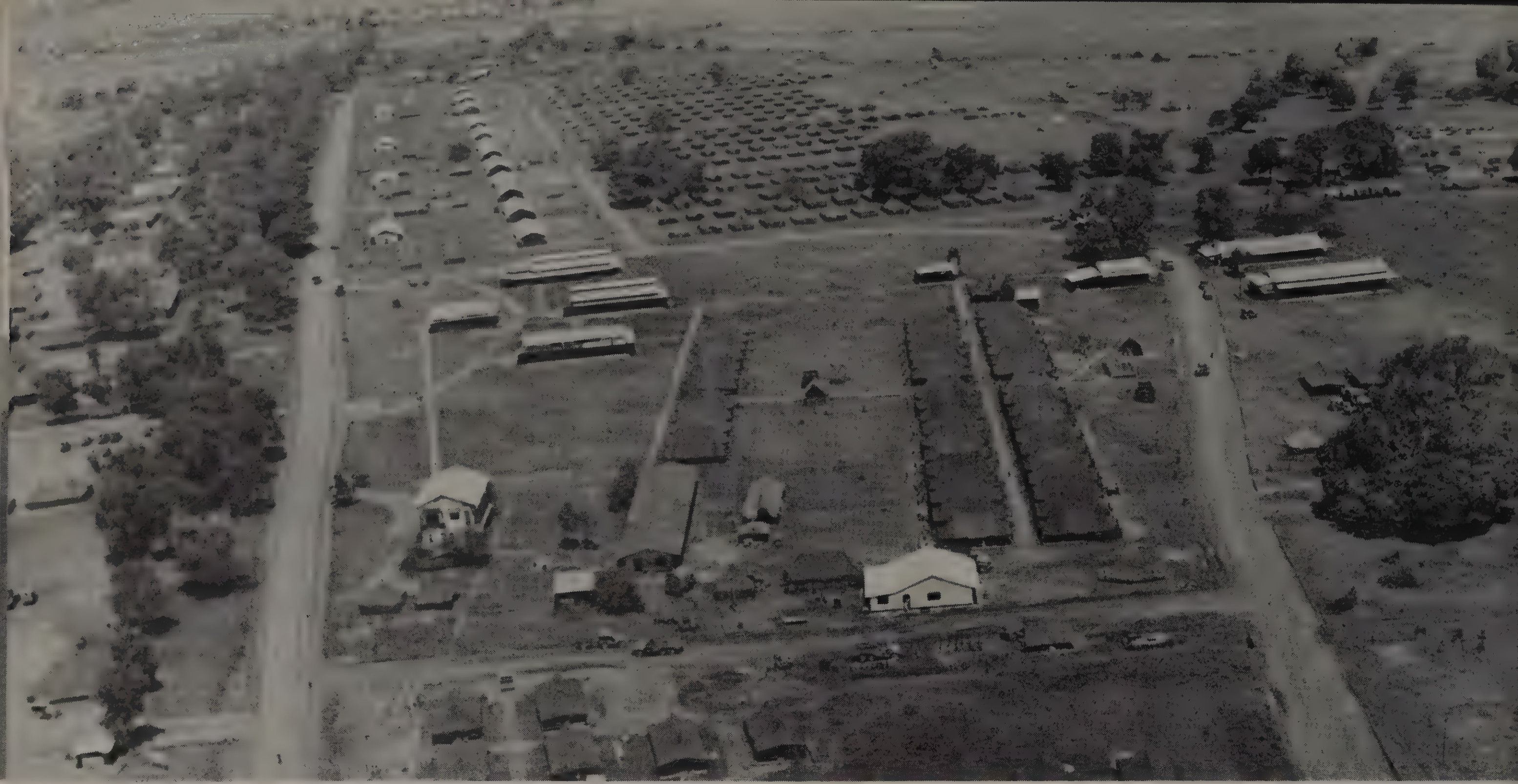
KITCHEN UNDER CONSTRUCTION

The building under construction here is the kitchen wing of one of our company mess halls. It was necessary that conventional buildings were used since the size of the kitchen didn't warrant the prefabrication technique.



EXTERIOR OF A MESS HALL

Here is seen a completed company mess hall. Prefabricated sections were utilized for the mess hall and the entire structure is covered with corrugated metal. The mess kit laundry is the structure in the foreground.



INFANTRY AREA IN THE MARIKINA CAMP

UNIT AREAS

IN planning the unit areas of the wet season camp the first consideration was the utilization of high ground in such a manner as to make for easy access between the various elements, while complying with the regulations of higher headquarters in the matters of capacity, clearances, sanitation, and conservation of building materials.

This inevitably resulted in some shuffling of elements, but the completed areas were well-adapted to the requirements of the units and varied but little from one another. The principal difficulty encountered was the shortage of lumber, and gravel in sufficient quantities for the surfacing of roads and the necessary hard standings that could be handled by available transportation. Practically all of the stands of timber in the vicinity were full of shrapnel and too destructive of saw blades to risk cutting. By combing the countryside for salvage, the use of bamboo, thatch, and native materials it was possible to piece out our requirements in spite of some alarming improvisations.

Division Headquarters was constructed from the ruin of a dairy farm, and a half-dozen buildings were managed from what had been cowsheds, more than enough to meet the space requirements of the staff and administrative groups. Our Engineer carpenters did a very presentable job on the buildings and in addition ran up a comfortable suburban-type dwelling for the commanding general.

CARRY-ALL CLEARING AREAS FOR THE CAMP

SURVEYING SECTION

THE surveying section operating under the direction of the Battalion S-3, consisted of an officer and four enlisted men. Trained personnel from the companies were attached to the section when required and during the Luzon operation six men were constantly employed on survey work.

The performance of the section in handling diverse assignments contributed much to the combat record of the battalion. Working in both forward and rear areas, primarily on road and bridge construction, they were constantly on the go from the landing in Zambales to the end of fighting in the Sierra Madres.

New equipment was issued on leaving New Guinea consisting of 6 Transits, 3 Levels, 3 Alidades, 12 Stadia Boards, 6 Level Rods, 3 Plane Tables, 3 300-foot Chains, 6 100-foot Tapes, 6 Barometers, and the Draughting Equipment which comprise the Engineer Survey Sets. All of it costly and irreplaceable in the combat zone, its maintenance alone was a considerable job and the rough handling to which it was necessarily subjected presented the constant problem of adjustment and repair.

The generous amount of red and white muslin flagging material provided with the sets led to many amusing encounters, particularly in New Guinea, where survey parties working near the compounds were looked upon by the natives as some new sort of missionaries come to barter calico and hardware for their carvings and beaded handiwork.

ENGINEER GRAVEL PIT

A basic road construction maxim is "Get the water off, the gravel on." In construction of roads throughout the Sierra Madre campaign and the division camp, thousands of truck loads of gravel was removed from this pit.

DIVISION WATER SUPPLY

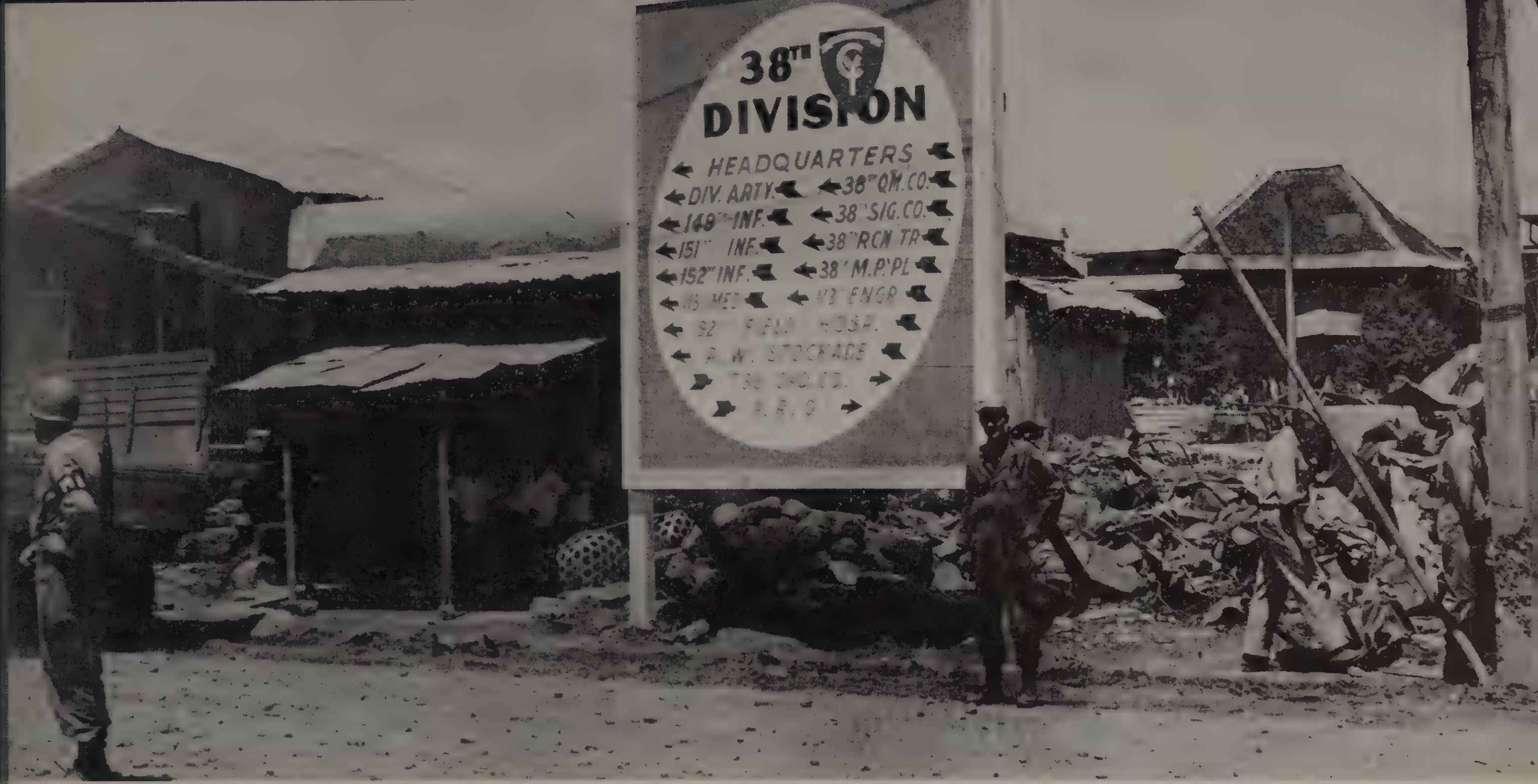
As the campaign drew to a close and units slowly returned from their forward tactical positions a constantly increasing need for water was encountered. To meet this need, a water point was established near the battalion area.

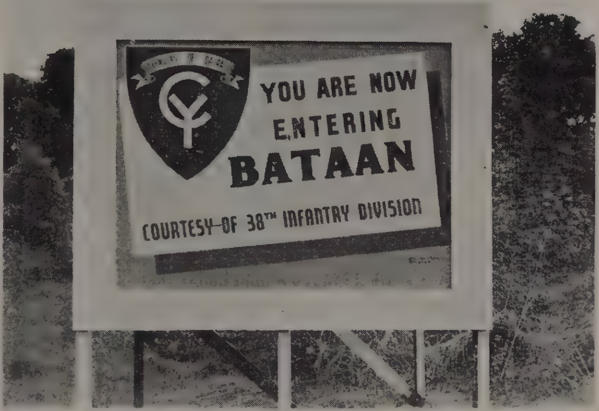
ROAD PATROL UNDERGOING MINOR REPAIRS

DEVIL'S STEPLADDER

IN the fighting for Wawa Dam in the precipitous mountain country northeast of Marikina, the pushing of supply roads to the infantry regiments in forward areas was an engineer task of the most difficult sort. Only dimly-traced mountain trails crossed over the Sierra Madre's from west to east and the region was considered impassable. Detailed maps of the area were non-existent, yet the tactical situation required that roads be gotten through and maintained.

From ground reconnaissance and the study of aerial photographs, possible routes were decided upon and the work was begun. In a series of hairpins and switchbacks which scaled nearly vertical slopes and edged cautiously down into the chasms which separated successive mountain barriers, a supply route of the most nightmarish sort was managed, but it carried the load. One stretch of road which came to be known as the "Devil's Stepladder" was a particularly hellish bit of this alpine improvisation, and a survey of the "Ladder" by S-3 personnel was marked by innovations which should be detailed. The rodmen were sent forward with an armed guard to flush Jap snipers and through the use of binoculars and "walkie-talkie" radios, extended observation and communication was made possible. So effective was the method that a nine-mile location survey was run in just over three days, a very creditable performance.

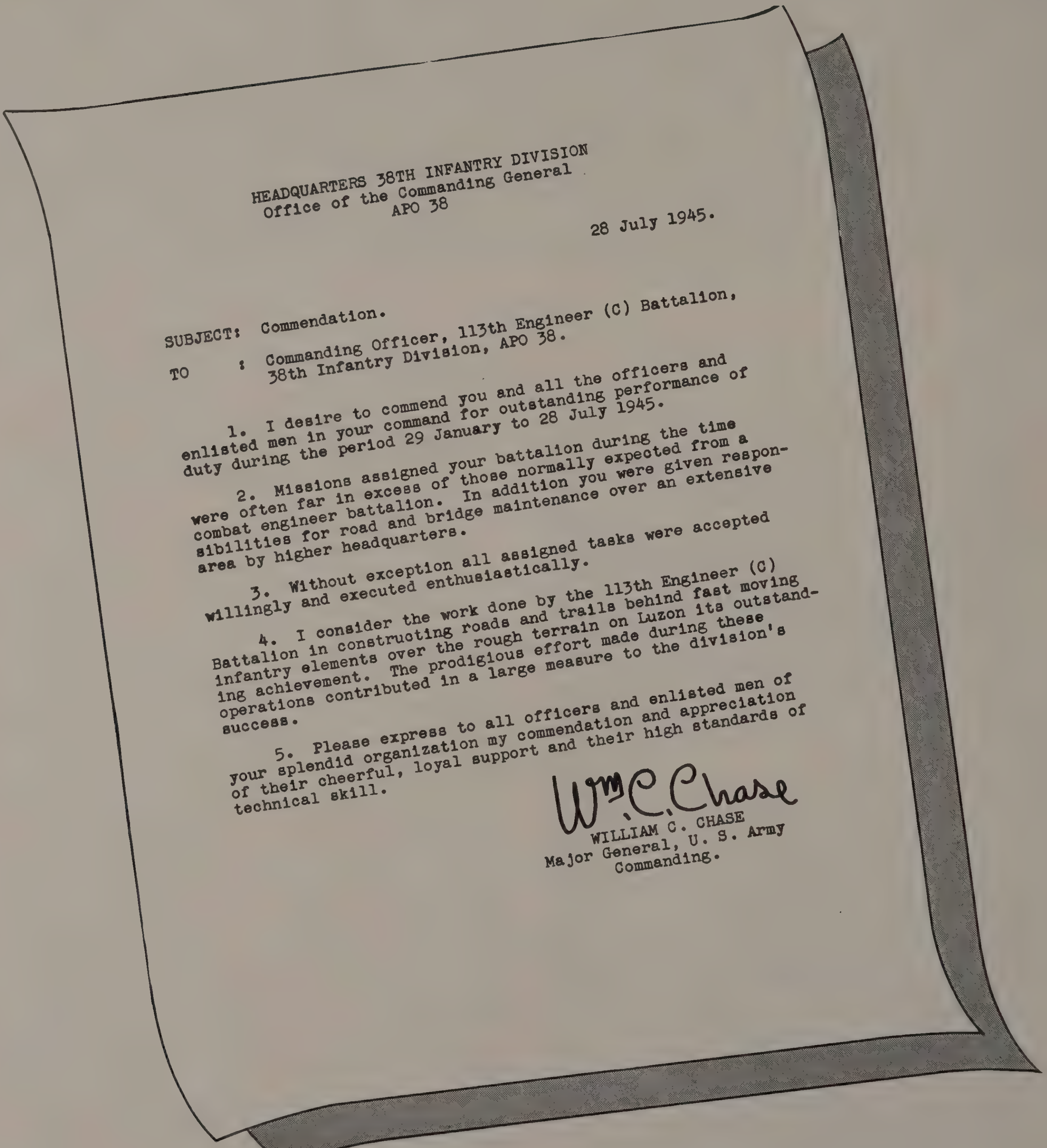



YOU ARE NOW ENTERING BATAAN
COURTESY OF 38TH INFANTRY DIVISION

ANOTHER BIG SIGN JOB

GENERAL CHASE was a firm believer in the policy that it pays to advertise. He commissioned our sign painting department to paint these signs, one to be placed at each approach to Zig-Zag Pass. Since we earned our "Avengers of Bataan" nickname as a result of the fighting here, it was only fitting that these billboards be erected as a tribute to our fighting men. It fell to our lot to find the necessary lumber and paints for these signs. Where wood was not readily available canvas was used as the painting surface. The use of field expedients is an old story to the Engineers and any material scarcities were taken in stride.

The huge directory sign in Marikina presented difficulties to the sign painters. Due to its great height it was necessary to raise the paint shop in order for the sign to be painted unmolested in the Luzon rainy season. A continual audience was on hand during the sign's construction just as the folks back home watch the billboard painters. The division nickname of the Cyclone Division is well founded because each unit has a sign near its site as indicated by our Battalion sign. A natural result of these signs was the addition of still another nickname given us—the 38th "Billboard" Division.



HEADQUARTERS 38TH INFANTRY DIVISION
Office of the Commanding General
APO 38

28 July 1945.

SUBJECT: Commendation.

TO : Commanding Officer, 113th Engineer (C) Battalion,
38th Infantry Division, APO 38.

1. I desire to commend you and all the officers and enlisted men in your command for outstanding performance of duty during the period 29 January to 28 July 1945.

2. Missions assigned your battalion during the time were often far in excess of those normally expected from a combat engineer battalion. In addition you were given responsibilities for road and bridge maintenance over an extensive area by higher headquarters.

3. Without exception all assigned tasks were accepted willingly and executed enthusiastically.

4. I consider the work done by the 113th Engineer (C) Battalion in constructing roads and trails behind fast moving infantry elements over the rough terrain on Luzon its outstanding achievement. The prodigious effort made during these operations contributed in a large measure to the division's success.

5. Please express to all officers and enlisted men of your splendid organization my commendation and appreciation of their cheerful, loyal support and their high standards of technical skill.

Wm C. Chase
WILLIAM C. CHASE
Major General, U. S. Army
Commanding.

FOOTNOTE ON THE SOLDIER

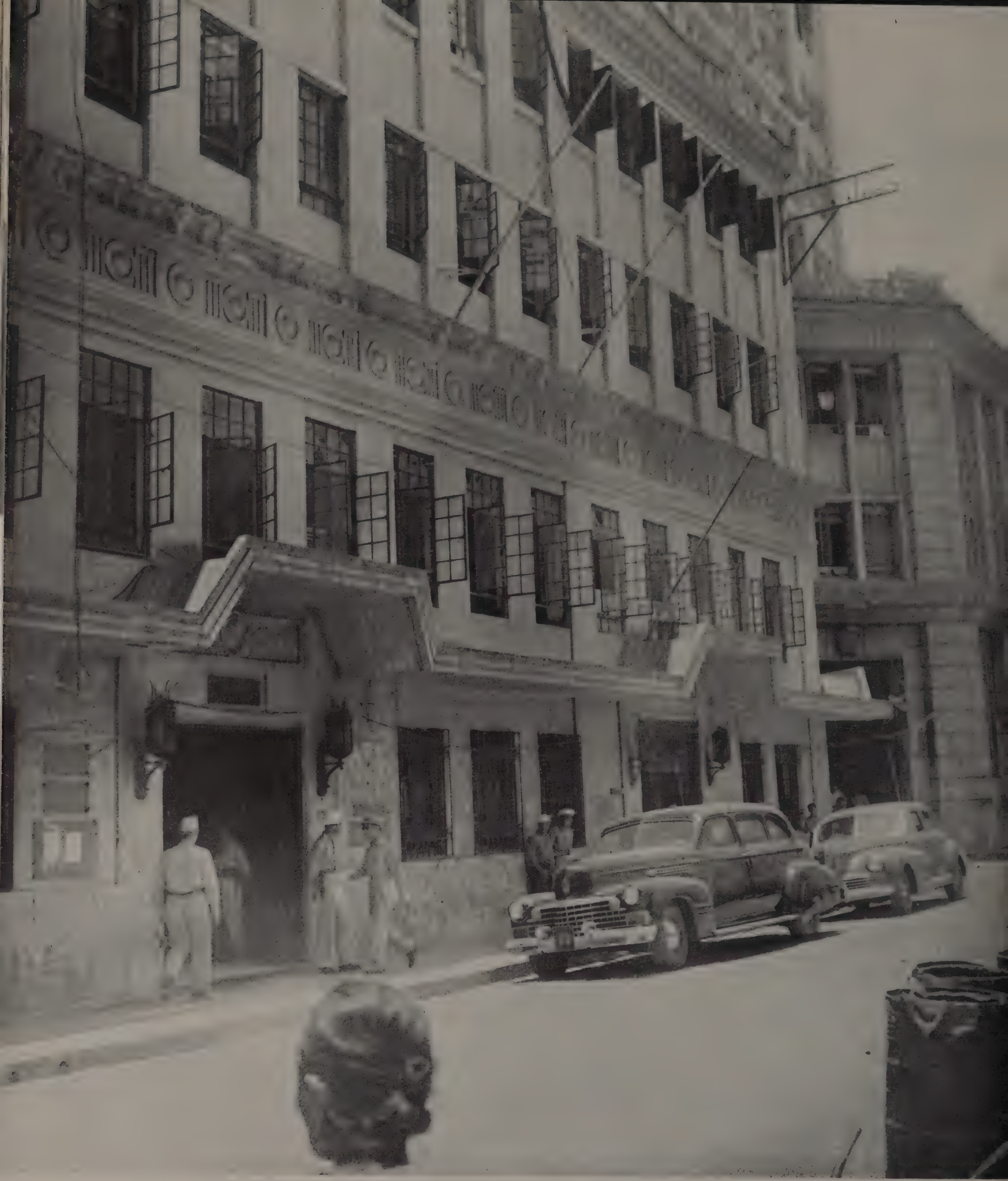
THE literature of the soldier is ages old: from somewhere in the most distant regions of human experience will come the rude ideograph cut, perhaps, on a fragment of bone which will tell of a fiercely exultant clash of primordial hordes; but the Books of the Old Testament resound with the tramp of triumphant hosts. The stories that were told of the prowess of great warriors around the campfires of Alexander's armies on the Indus were not much changed from those which passed as legend with Caesar's legions in Britain. The *Song of Roland* brings to us in imagery of great richness the fate of Charlemagne's rearguard, cut to pieces in the dim passes of the Pyrenees.

On every hand there are stirring chronicles of fighting men who turned the course of history with their spears and battle-axes; the crossbow, the musket and the bayonet. The yeomanry who stood at Agincourt and plunged their arrows into the breasts of the feudal horsemen struck at the crumbling structure of the medieval world. The ragged, starving mercenaries stumbling over the heaped bodies at Nordlingen had survived the blackest and most insensate slaughter in the endless duels of Bourbon and Hapsburg who trafficked in power and ascendancy with the blood of their subjects.

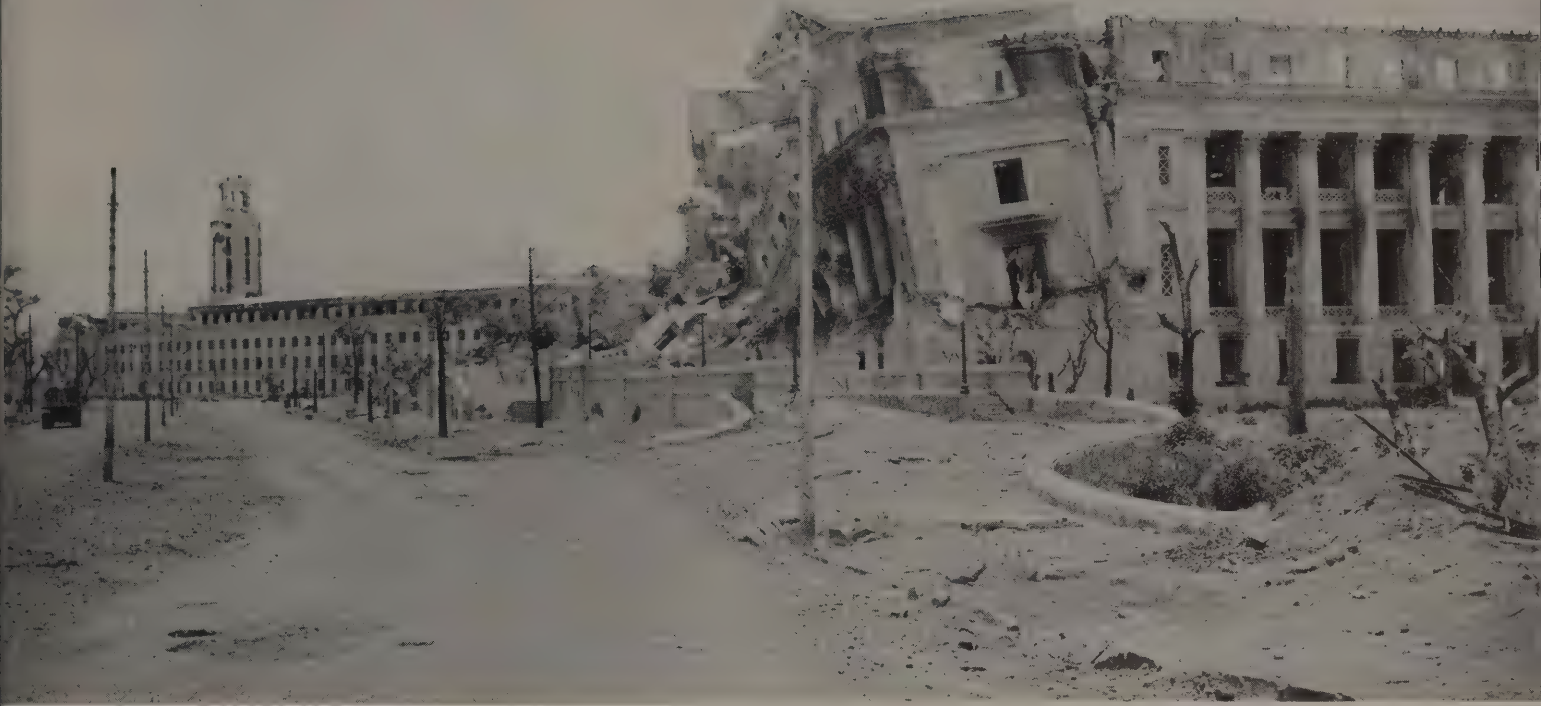
Charles the Hammer — Marlborough and Clive and Wellington—Frederick the Great—Napoleon—Simon Bolivar — Andrew Jackson: their superb armies, to the thunder of cannon, have moved across the flaming skies of history in the pursuit of aims which as often shock and outrage the conscience of man as they fill his heart with admiration.

Long remembered is the breathless courage of Pickett's men at Gettysburg; the indomitable riflemen of Verdun, of Ypres, of Chateau-Thiery, the grimly defiant "Rats of Tobruk," the defenders of Wake Island and Bataan—all of them dauntless soldiers: the doughboy, the leatherneck, the poilu, the grenadier, who endure in many a tale and brave legend.

This brief record of the travels and the battle experience of a battalion of engineers does not figure large in the whole story of a big, violent war, but here is part of it—our part. The pictures you see of a swaying toggle bridge slung in a jungle training center in Hawaii; the rusted scrapers biting at the rank kunai grass of New Guinea; the laying of a pipeline on an island in Manila Bay that will flood with fire a Jap mortar pit, these are some of the things encountered in the waging of war—some of the hard work of the engineer soldier. The men who appear in these pages gave of their time and skill; all the things they learned in the shops and factories, in the office buildings, the mines and mills in the cities and towns of America of the 1930's and '40's. They gave grudgingly at times, for the soldier does endlessly dull and exhausting drill; much work that is sheer drudgery—but they gave unsparingly when they were faced with the reality of an evil tyranny which threatened, for a portentous moment, to engulf the world.



GENERAL MacARTHUR'S MANILA HEADQUARTERS



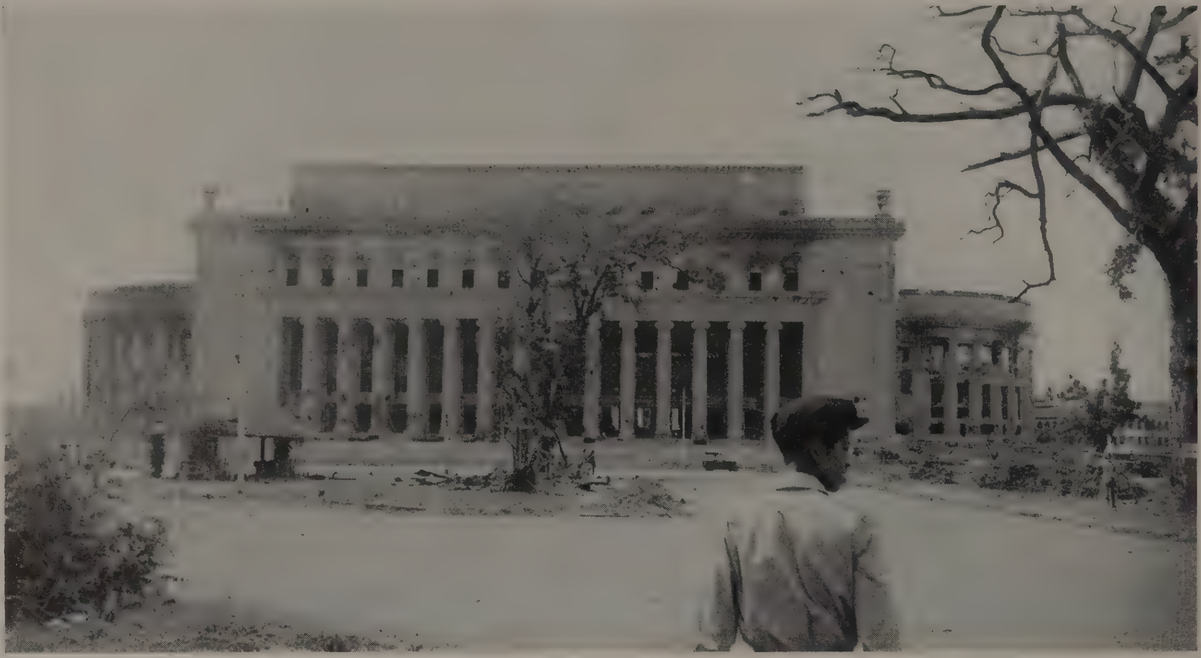
THE PHILIPPINE COMMONWEALTH LEGISLATURE BUILDING

MANILA - THE PEARL OF THE ORIENT

A trip to Manila is like a complete trip around the World—Western civilization as found in the States thrives side by side with eastern civilization —Modern hotels and commercial buildings are intermingled with small Chinese curio shops—The people themselves reflect this cosmopolitan spirit by their dress, their language and their race. Chinese women in their Mandarin coats scurry along the streets and are passed by dark-skinned Filipinos driving their carabao carts—Everywhere one sees American soldiers, sailors, WACS and Merchant Marines. Yet the governmental section of the city could easily be a portion of our National Capitol transplanted to the Pacific.

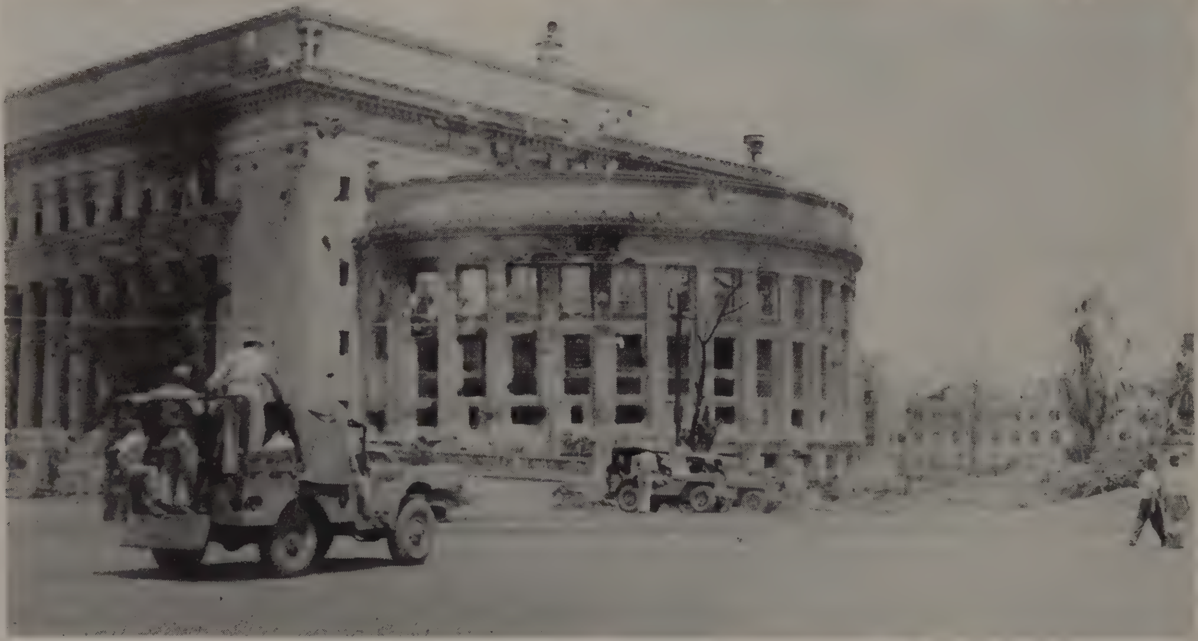
The city proper, bears all the scars of war—buildings lack roofs—huge holes have been blown out of them—stains of smoke and fire blemish the white concrete—Yet Manila has a startling beauty which could never be destroyed. It is an old city dating back to the days of Spanish nobility. The city began with the founding of Intramuros—The Walled City. This Medieval fortress suffered heavily as American forces pushed their way through Manila —Most of its religious buildings were completely destroyed.

The outlying residential sections of Manila suffered little damage—many of the American civilians and their families lived here. The houses are large and many would be at home on Main Street, U.S.A. Some of them are of steel, concrete and glass and gleam under the strong tropical sunlight. With the advent of American troops the city immediately began to lift itself out of the rubble and dust and work began to clear the debris. Overnight souvenir shops, bars and night clubs sprang up to provide recreation for the GI's and many of these establishments made use of the famous "Victory Joe" slogan as their shop's name. As one walked down the Avenida Rizal a cacaphony of American jazz spilled out of the hot spots. The music was of pre-Pearl Harbor vintage—but it sounded mighty good to the GI so many miles from home. In addition to civilian shops the American Red Cross opened a sumptuous center in the heart of the city and here old friends met and told each other their stories. Adding greatly to the noise of the city is the variety of vehicles which scurry through the streets—sleek limousines majestically pass Filipinos trundling heavily laden carts—small taxis, bulging with passengers dart in and out of traffic like frisky puppies—bicycles are in abundance and brightly painted two-wheeled pony carts are everywhere. As a somber note of the war, Army trucks and jeeps roar through the city day and night and as they pass, the civilians yell "Beectory Joe."



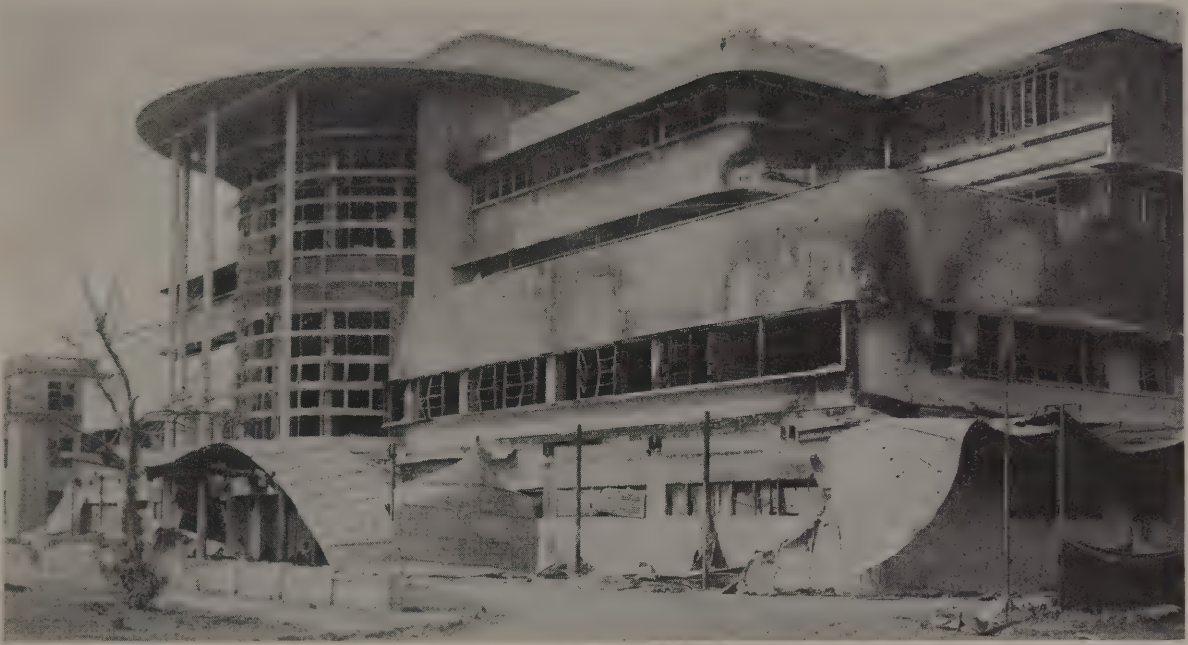
UNITED STATES POST OFFICE IN MANILA

This beautiful Federal building figured largely in the fighting for Manila—Its natural strong position on the south bank of the Pasig River aided the Japs considerably. The architecture strongly reflects the American spirit of the Philippine Capitol.



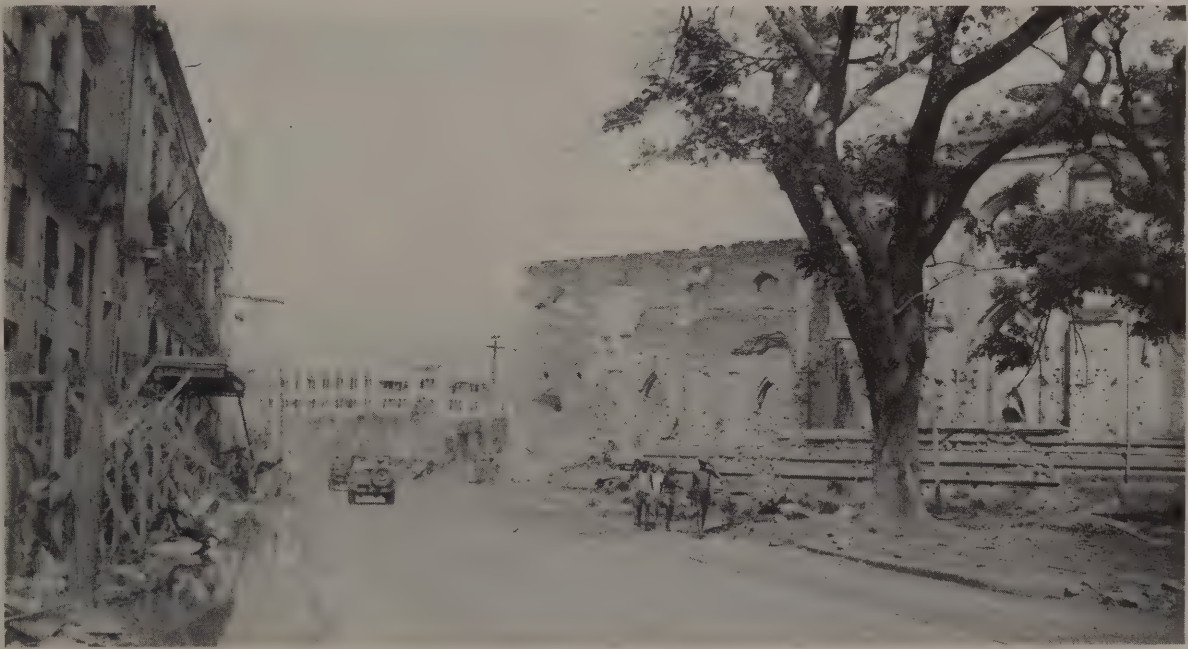
EAST WING OF THE MANILA POST OFFICE

The close-up photograph shows the results of the fierce fighting that took place in and around this building. Once the Japs holed up here were routed and destroyed our troops sped quickly through the rest of the city.



MANILA JAI ALAI SPORTS CLUB

One of the most beautiful modern buildings in Manila is this sports club dedicated to the National Sport of Jai Alai. This popular sport is of Spanish origin and was played in the United States by visiting teams.



A PORTION OF THE WALLED CITY

The extent of the destruction wrought upon this Medieval City cannot be fully realized until one walks amid the ruins. The Intramuros was the original Spanish Settlement on Luzon and from this hub spreads the modern city of Manila.

THE MANILA CITY HALL

It is an imposing structure and the clock tower is a landmark seen all over the city. Many GI's upon viewing this building felt pangs of homesickness because it reminded them of their city hall back home.

THE MANILA CHINESE CEMETERY

A considerable portion of Manila's population is Chinese and this cemetery contains mausoleums erected in memory of these people. It is a beautiful sight to behold—gleaming white monuments reflecting the graceful Oriental characteristics.

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